

# THE WAR IN PICTURES

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A. S. HILLSON,  
Postmaster-General.

# Leslie's

DEC 22<sup>nd</sup> 1917

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*Illustrated Weekly Newspaper*



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THEY REMEMBERED ME!

# To the Reading Public

**I**T appears to us that the postal rider to the War Revenue Bill, passed at the last Congress as a war measure, as applicable to second-class matter, is not only iniquitous and unfair, but also that it was passed as a punitive measure leveled primarily at independent periodical publications.

We believe that if it is carried out it will result in disaster to a very large number of periodicals, and inasmuch as the majority of American authors are dependent upon American periodicals for their livelihood, anything which threatens them, also threatens the great body of American writers. It is because of this fact, and the great menace to other lines of industry, that the Authors' League of America, representing the literary workers of this country, is vitally interested in the fight for a repeal of this postal regulation, which is scheduled to go into effect July 1, 1918.

As it is true that the zone rate, as recently adopted, will result in the destruction of many periodicals, and in a vast increase in the subscription prices of others, it seems to us that it constitutes a threat directed not only at the publishers and authors themselves, but also at the vast reading public of the country, and we feel that it is to this public that our appeal should be made.

This new law threatens the destruction of American literature and the home reading circle, with all that such a catastrophe would mean; this in itself should excite sufficient general interest to prompt an overwhelming demand for the repeal of the measure. But further than that it appears to us that this vindictive attempt to throttle the independent press of the United States is a matter of such sinister significance that the people of the country will refuse to tolerate it, once they are acquainted with its true character.

Inasmuch as the Constitution of the United States was drafted with the idea of fostering arts and sciences, and inasmuch as this ill-considered increase in postal rates was jammed through Congress not primarily as a method of raising war revenue, but so far as we can learn, as the result of personal animosity on the part of certain public men, the genesis of which can be traced back to the first "muck-raking" magazine articles, it is plain to us that we should demand its immediate repeal.

Now, above all times, the public must be assured of a national, not a sectional press, and one that is removed from all political influence.

**The Authors' League of America, Inc.**

**REX BEACH, President**

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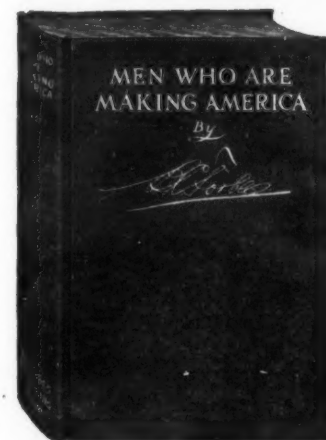
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## How Automobile Dealers Can Make More Money

By H. W. SLAUSON, M.E., Editor Leslie's Motor Department



"BUSINESS IS FINE, THANK YOU."

It will be if you are an Anteus.

Anteus was the son of Earth. He received renewed physical strength from his maternal parent each time that he was struck to earth. Battle only made him stronger. He was invincible until Hercules came along and by holding him aloft with one hand was able to keep him from his source of strength. The rest was easy, and Hercules had it all his own way.

You dealers have been receiving a good many wallops this past year. However, they have been of the kind which, when properly received and returned, should make you stronger. It is only the dealer who has been "up in the air," held aloft by indecision, inaction and fear, who has been weakened by the events of the past few months.

The law of compensation is working. Business is still here, and will continue to be with us. It may not be traveling along the same lines as that from which you have been wont to derive your income, but a slight variation in your efforts is all that is needed to bring it your way.

The blows which you have received have been imaginary rather than actual. Ever since the severance of diplomatic relations with Germany some eleven months ago, speculation has been rife as to what would become of the automobile industry. Rumors flew thick and fast that the use of passenger cars was to be prohibited by Governmental regulation; that the sale of gasoline was to be restricted; and that the strongest automobile concerns were seeing stormy times ahead. None of the predictions have as yet materialized. We have been assured by competent authorities that each owner can use his passenger car as much as he sees fit; that there is ample gasoline to supply the wants of all motorists, provided it is not used extravagantly; and reliable reports, as well as personal investigations, have well convinced us that the leading automobile manufacturers are today stronger than ever before.

But, assuming that the demands of the Government for special steels and for railway transportation service result in a partial curtailment of passenger car production; assuming that the requirements of the Ordnance Department of the Army demand forty or fifty percent of the facilities of our automobile factories for the production of munitions,—what of it? The automobile manufacturer whose car you may sell is merely directing his productive energy in another direction which will prove equally profitable for him, and the experience gained in this accurate work will fit him for the production of even a better car when he can again resume operations on a full scale.

"That is all very fine for the manufacturer," you say. "He gets his business from the Government without even having to go out and look for it; but how about us, who have orders for passenger cars on our books which cannot be filled? Our rent, salaries and other expenses go on just the same, but we have no cars to sell—and where is the money coming from?"

If you are held up in the air by indecision, things must look pretty bad, but come down to earth and face the facts as they confront you. In other words, take the wallop and gain new strength from it. Hang on to your car agency. I don't care if rumor has it that there won't be another car of your particular make turned out this year. If it made money for you a year or two ago, that same agency will make three or four times that money a year from now. The very fact that the company with which you are identified has ceased car manufacture means that its energies have been turned in a very efficient direction and that it is helping our country win the war. If but few of these cars make their appearance on the road this coming summer, there will be a proportionately greater demand next year. By that time your agency will be a bigger asset than ever, for then new cars will be in such demand that all factories must work to the utmost to fur-

nish the necessary supply. And do your best to keep the excellence of your car before your buying public. Don't let them forget it.

"That sounds all very well for two years from now, but how about this year," you say.

There are three directions in which you may turn to keep your organization intact and your plant operating, as it were. Just analyze the reasons for your present condition. Our country is engaged in the biggest business it has ever undertaken—the business of waging war efficiently. Your factories cannot furnish you with cars, because they are engaged in Government work, or because materials which enter into the construction of passenger cars are needed to conduct the war—efficiently. It matters not that some of our hard-headed (literally) legislators have chosen to classify a passenger car as less of an essential than a grand piano. It is up to you to back up the Nation in its need for efficiency in everything.

Every piece of Government and private machinery must be speeded up to its limit. Above all transportation must be speeded up. What is the one big present-day factor in the efficiency of transportation? It is the motor truck, isn't it? Our railroads are congested and the motor truck is the only solution to the problem. Horses are scarce, labor is scarcer, and every condition points to the time when motor trucks should almost be able to "sell themselves."

Therefore, tie up with a good truck manufacturer. If the maker of the car which you handle does not produce a truck, you will find plenty excellent makes which are not represented in your territory. Study trucks, talk trucks, think trucks—sell trucks—and when the passenger car business comes back in bigger volume than ever, you will wonder that this year of 1917 could ever have been looked upon as a critical period for the dealer.

But your energies need not stop at trucks. Remember that the greater the curtailment of passenger car sales, the higher will be the relative value of used cars. If you have had a stock of used cars on hand that have been bothering your auditor and eating up your overhead, you will be able to dispose of them during the coming year at a handsome profit.

And these conditions can lead to but one conclusion. A shortage in new cars and an increase in the use of used cars means that there is a large proportion of vehicles in use which will need new equipment. A large percentage of these cars may need a thorough overhauling—work for the repair department. Some may have been made in the era of high grade gasoline and will require an adjustment enabling them to digest modern fuels—work for your equipment department. All will probably need accessories or attachments of some kind—work for your accessory department.

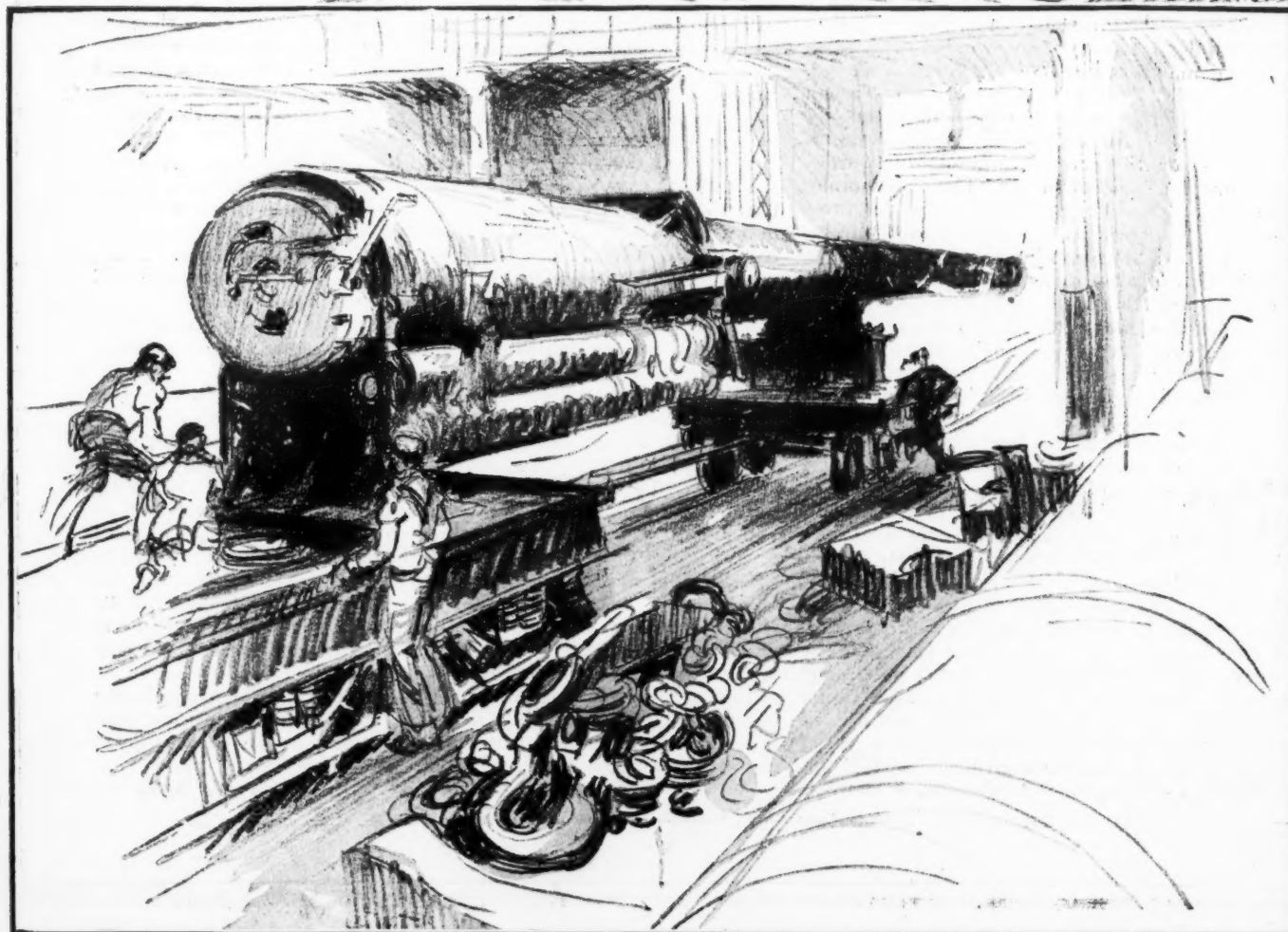
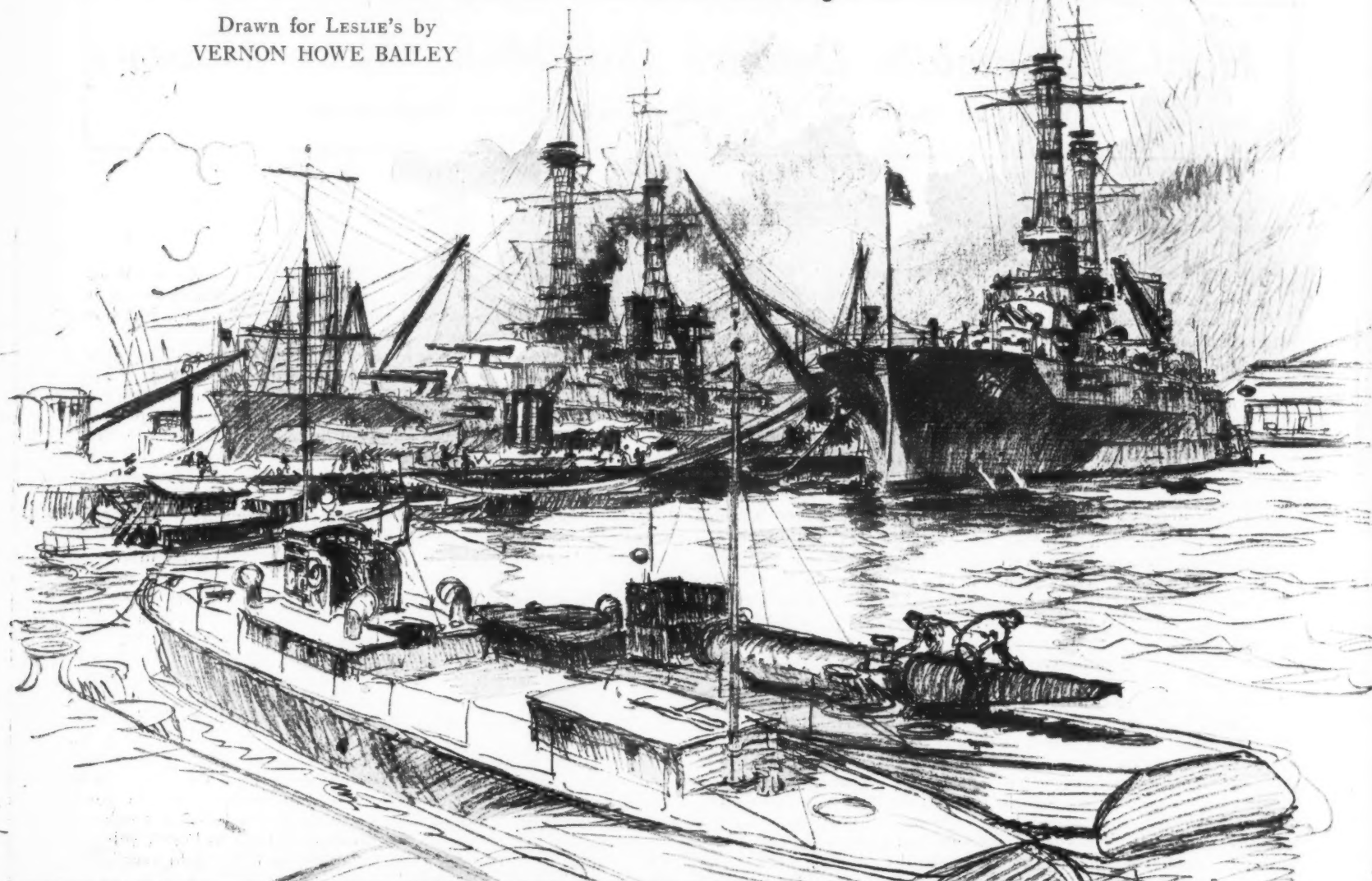
In fact, the increased demand for tires and all kinds of accessories needed to bring a used car up to date, or to keep it in running condition, should induce you to increase the business for your supply department to the point where it will show as great a profit as was the case with your passenger car department. Keep on the lookout for new accessories. Add each one to your stock as you feel it will meet the requirements of the motorists in your territory and then sell it. Select only those which actually add to the efficiency of car operation, or to its utility. In other words, be able to prove to the owner that every accessory which you handle will pay for itself in a short time, either through its actual saving in cost of operation, or through the increased comfort and safety afforded the car or its occupants.

Just as this war is showing the world at large the strength and stability of the automobile industry, so should present-day conditions be made to demonstrate the business ability of that great backbone of the industry, the dealer organization.

Number 1 of a Series

# The Greater Navy

Drawn for LESLIE's by  
VERNON HOWE BAILEY



The scene above is characteristic of all Government navy yards and shows two of our great super-dreadnoughts undergoing repairs. That at the right is one of the most recent put in commission, and in its power and the effectiveness of its batteries differs slightly from those now building. Great cranes capable of lifting many tons move along the edge of the dock, transporting material from and to the ships' decks. In the foreground are two of the "mosquito fleet" — small vessels—undergoing repairs for use in the newly established submarine patrol. Note the torpedo tube on the deck of one.

In the naval gun shops, some of the biggest guns ever built are being constructed. They are being turned and bored on giant lathes and will be installed on our new super-dreadnoughts. The modern heavy naval gun is made up of many parts, tubes, liners, jackets, etc., and months are required for its construction. Here we see one of these great guns, about to leave the Government shops for a navy yard for installation on a ship.

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# Russia Stops Fighting

Photographs by DONALD C. THOMPSON, Staff War Photographer



Ambulances were busy during the recent agitations in Petrograd, for hardly a day passed for weeks without street fighting of a more or less serious nature. Russia now sways between peace with Germany and a dilatory prosecution of the war. In

either event the country appears to be drifting into bitter civil war. The armistice established early in December was looked upon by Germany as marking the end of active warfare and hundreds of thousands of troops were sent to the western fronts.



The Bolshevik government early in December sent troops to Vladivostok. This means that the Bolshevik government is in control of the Transsiberian Railway which runs from Petrograd east 6,521 miles across Russia and Siberia to the principal seaport on the Pacific. Vast stores supplied by the Allies are at Vladivostok. Action may be taken by Japan and Allied troops in China to save these supplies in case the

Bolsheviks make peace with Germany. Above is a Petrograd street scene during the recent unsettled days. A recent proclamation to the Russian nation by the Russian government announces that "Kaledines and Korniloff, assisted by the Imperialists and Constitutional Democrats, have raised a revolt and declared war in the Don region against the people and the revolution."



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CXXV SATURDAY, DECEMBER 22, 1917 No. 3250

## Germany's Folly

By PRESIDENT WILSON

**G**ERMANY'S success by skill, by industry, by knowledge, by enterprise, we did not grudge or oppose, but admired rather. She had built up for herself a real empire of trade and influence, secured by the peace of the world. We were content to abide the rivalries of manufacture, science and commerce that were involved for us in her success and stand or fall as we had or did not have the brains and the initiative to surpass her. But at the moment when she had conspicuously won her triumphs of peace she threw them away to establish in their stead what the world will no longer permit to be established, military and political domination by arms by which to oust where she could not excel the rivals she most feared and hated.

## The Pathway of Peace

**T**HE President's message to Congress rings true. He realizes that war means war. The nation is delighted that he has flatly reversed his unfortunate expression in favor of "a peace without victory," but it should be borne in mind that he reserved the right to make his own interpretation of that phrase. His message embodies the most satisfactory interpretation, for it is a complete reversal of his attitude as the world understood it.

The President now demands the overthrow of the despotic and vicious Hohenzollerns. On no other basis can, or should, the Allies accept peace. The President may be an idealist, as Senator Smoot characterizes him, and his message may be, as the Senator said, "too idealistic." This has been one of Mr. Wilson's conceded faults, but the message to Congress yesterday was written in the light of a dreadful and practical experience.

The idealist has seen the light. He insists that "the sinister masters of Germany" must be beaten and that only after they have been defeated can we discuss peace, and then we must discuss it with spokesmen who represent the people. This is asking precisely what Bismarck demanded when the German army, after the Franco-German war, was in front of Paris. He refused to treat with Gambetta and compelled the French people to elect an assembly with whom he could negotiate terms of peace.

It is no secret that the bitterness of Great Britain toward the Germans has resolved itself into a demand that peace be made, not with the Kaiser but with the German people. President Wilson's words bear a remarkable resemblance to those of Lloyd George in his notable speech at Glasgow last June when he said, "We should enter into negotiations with a free government in Germany with a different attitude of mind, a different temper, a different spirit, with less suspicion, with more confidence, than we should with a sort whom we knew to be dominated by the aggressive and arrogant spirit of crushing militarism."

Is it possible that the German people will have their eyes opened by these words of Lloyd George, uttered five months ago and followed now by a similar declaration on the part of President Wil-

son? Will the Kaiser himself, under the compulsion of circumstances, finally realize that only by making the supreme sacrifice of retiring from the scene and yielding his authority to his people can he secure the peace for which they are so earnestly praying?

We are not among those who believe that the President's message will tend to prolong the war. It is more likely to hasten a satisfactory conclusion.

## Purified as by Fire

**A**LTHOUGH Sherman's description of war is true, war has already done some good things for this country. It has caused certain laws that have long handicapped business to be set aside, at least temporarily. It has been a great social leveler, the rich man and his former servant training or fighting side by side. It has stimulated patriotism and national unity among a people gathered from the four corners of the earth. It has inspired thrift in place of extravagance and wastefulness. It has checked frivolity and sobered the minds of the people.

It has created safeguards for the young men of our armies that have never prevailed before in any army of history. One of the most beneficent influences of all, as John D. Rockefeller, Jr., pointed out in addressing a conference of newspaper publishers and editors on War Camp Community Recreation Service, is that the whole country is responding to the higher moral standards set for our soldiers. Every one has some part in winning this war, and the inference is irresistible that the stay-at-home citizen owes it to the country to raise his own conduct to the moral level demanded of the army.

Every city and community in the neighborhood of a training camp is called upon to cooperate with the War Camp Community Recreation Service in providing all forms of wholesome recreation and the social privileges of home-life for the soldier at liberty. Mr. John D. Rockefeller, Jr., whose report as Chairman of the grand jury investigating vice conditions in New York City opened the eyes of the public, is backing the effort to raise \$4,000,000 with which to help safeguard the moral and physical well-being of our soldiers while in training and to elevate moral standards throughout the land. This movement will not only increase the fighting efficiency of our army, but will also have tremendous influence on the moral purity of the next generation. It deserves the most earnest support of every patriotic man and woman.

## A Christmas Pause

**T**HE fourth Christmas of the war can be better observed than by violent attack and counter attack on the many battlefronts. A five-minute peace pause throughout the neutral and belligerent world at noon of Christmas Day would express in dramatic fashion the world's hunger for peace. Might not all the armies, without being charged with a spirit of weakness, agree that on Christmas Day no shot should be fired on either side?

All the nations are planning to bring Christmas cheer to every soldier fighting in their defense. Why not give them a day of peace to enjoy this cheer? Why should not the churches, in their Christmas services, have peace as the central theme, not a hasty and inconclusive peace, but peace that will be permanent because based upon justice and righteousness.

President Lincoln, during the Civil War, appointed a day for fasting and prayer. We have drifted far from the spirit of fasting, but our participation in this most awful of wars has had its sobering influence upon the life of the nation. The united prayer of Christian people throughout the world should have an influence in bringing about conditions favorable to a just, enduring and righteous peace.

## The Plain Truth

**I**NCONSISTENCIES! Now that the Post Office Department has turned into the Treasury a surplus of \$9,000,000 it is inconceivable that newspapers and periodicals could have caused the Government the

great loss with which they have been charged—a loss stated all the way from \$40,000,000 to \$89,000,000. As a matter of fact, newspapers and periodicals generate a vast amount of first-class postage. The records of the Post Office Department show that as the volume of second-class matter has increased the deficit has been steadily forced down, until now a surplus of \$9,000,000 has been declared. And this has been accomplished with an additional cost to the Department of \$50,000,000 for rural free delivery. Why was it necessary, with a surplus of nine millions, to advance the postal rates on second-class matter, or to increase by one cent the postage on letters and postal cards? Publishers are confident that an expert analysis of postal receipts and expenditures will disclose no such loss as second-class matter has been charged with. In any event, there is no excuse for the introduction of the archaic zone system which would penalize those who live far from the great publishing centers of the East, and foster sectionalism at a time when the need of the hour is the obliteration of every disuniting influence. Senator Smoot's bill, promptly introduced at the opening of the session, for the repeal of the section of the War Revenue Bill establishing the zone system for second-class postage, should receive the vote of every fair-minded man in Congress.

**U**NITED! The analogy in a military way between the European War and our Civil War has frequently been pointed out, and occasionally there has come objection from Southern quarters to certain inferences. Nothing is more deplorable than the drawing of sectional lines. Our participation in the present war is destined to obliterate all sectional lines, a process which began when the Civil War ended. Col. Watterston, editor of the Louisville *Courier-Journal* and the South's most capable champion, says rightly that the South occupies as strong a place in the Union as it ever occupied. He protests against the mournful spirit that speaks of the Confederacy as "a lost cause." The South did not lose, but won, as the result of the Civil War. Northern capital poured into the South and helped develop its rich iron fields and to rehabilitate its ports. Appreciating the limitless riches of its soil, the South has established its supremacy in corn and cotton. No part of the country offers today such great opportunities for the investment of capital as the South, and in this the whole nation rejoices. If ever again sectional lines should be drawn it will not be between North and South. Says Col. Watterston in his characteristic and impressive style:

In a way the South seems again in the saddle. But is there any longer distinctively a South? There is a weak, geographic expression, but no line of real cleavage. The New England boys and the Dixie boys march cheek by jowl, caring little and knowing less about the abstract right of a State to secede, or the alleged wrongs of slavery. They are out literally "to beat the Dutch." They are "Yankees," every mother's son of them. And, when they have fought the greatest of wars to a finish and planted the Stars and Stripes over Potsdam and Yuba Dam, and Hell-for-Sartin on the Rhine, they will forget that there was ever any other war.

**F**REEDOM! The Council of National Defense, of which Secretary Daniels is a member, has recommended that "employers and employees in private industries should not attempt to take advantage of the existing abnormal conditions to change the standard which they were unable to change under normal conditions." It is surprising, therefore, to find Secretary Daniels, under pressure of the American Federation of Labor and in the interest of the Molders' Union, violating a principle to which he had subscribed. The Fore River Ship Building Co., having contracts with the Government to build destroyers, sublet to the Farrel Foundry and Machinery Co., for certain castings. The Government has suspended the operation of the Federal Eight-Hour Law on war contract work, allowing workers time and one-half for overtime beyond eight hours. The Farrel Company was run upon a nine-hour day, but the molders on the sub-contract applied for an eight-hour day with time and one-half for overtime. The Navy Department, in accord with the long-established interpretation of the eight-hour law, decided against the men, but at the instance of the American Federation of Labor, Secretary Daniels reversed the decision. The hardship upon the Farrel Company is that while it employs less than 100 molders who are subject to the ruling, it employs over 1,000 men working a nine-hour day. The company faces discontent and disorganization if it attempts to have a small part of its force working eight hours and the larger part nine hours, while an 8-hour day would put it at a serious disadvantage in competing with other companies on private contracts. Labor has taken advantage of the war to secure concessions it could not secure in time of peace, and the Secretary of the Navy has helped it do so. His attitude is in striking contrast with that of Postmaster General Burleson who courageously points out in his annual report the grave danger of permitting Government employees to organize aggressively.

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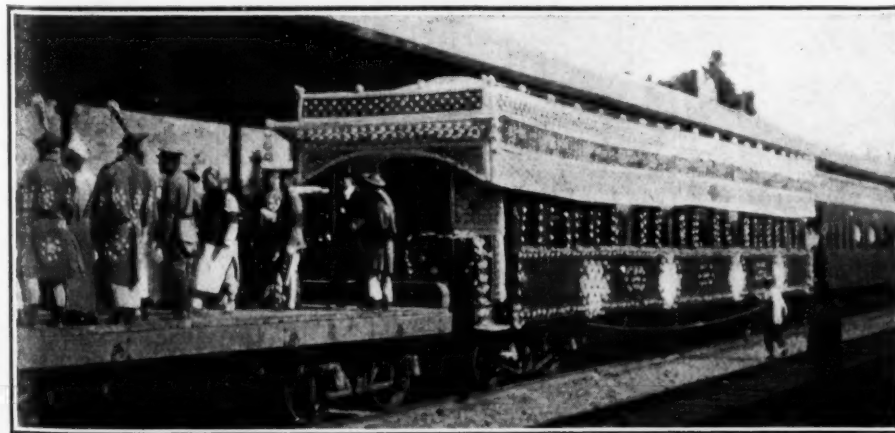
# Here and There



Here is a Southern forest with a few of the thousands of Government forestry notices which have been nailed to the trees urging upon lumbermen the necessity of producing the greatest possible amount of lumber. In the Northwest the Loyal Legion of Loggers and Lumbermen is stimulating the output from the spruce forests in order to send out 10 million feet of airplane stock per month. It faces industrial unrest, car shortage, I. W. W. sabotage and German propaganda, in addition to nature's obstacles.



The funeral of Madame Feng-Kuo-Chang, wife of the President of China, on October 15th at Tientsin, is said to have been the most gorgeous since that of the Empress Dowager. The picture above shows the beautiful silken-covered catafalque containing the coffin.



The decorated railway carriage on which the remains of Madame Feng-Kuo-Chang were shipped from Peking to Tientsin. The splendor of the flower offerings and silken umbrellas and costumes prepared for a Chinese funeral must be seen to be appreciated. The procession is covered by one mass of flowers and often the streets through which it passes are banked with them.

Read This and Shudder!

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## NEGRO BURNED AT STAKE IN DYERSBURG

### WOMEN, CHILDREN AND MEN IN MOB; BLACK IS TORTURED

DYERSBURG, Tenn., Dec. 3. (Spl.)—A heap of charred bones lying in ashes of flesh in a vacant lot adjoining the public square today gave mute evidence of the execution here yesterday of Lation Scott, 30, negro, who was burned at the stake before a crowd of 8,000 persons—the penalty exacted for an assault upon a white woman of this county which the negro confessed.

From the moment Scott was taken from sheriff's deputies in the Trimble bottoms Sunday morning, following his arrest Saturday at Oakfield, Madison county, until the last ember around the black body had lost its glow, the story rivals the mountain fastness of Kentucky and the gory vendetta of the Camorra.

While bound to an iron post with logging chains the negro looked on in dumb wonder at the stern-visaged men who heated pokers and smoothing irons until they were as fiery as the flames that licked them hot. Half an hour the negro waited while the irons were heated. He lay prone upon his face beneath the yoke of the iron post. Children on the outskirts romped and played, their merry voices rising above the hushed hubbub of the mob.

At last the irons were hot. "Have you anything to say?" A meek voice mumbled inaudibly. The negro made a speech, but few caught the portent.

A red streak shot out: A poker in a brawny hand was boring out one of the negro's eyes. The negro bore the ordeal with courage, only low moans escaping him. Another poker was working like an auger on the other orbit.

The smell of burning flesh permeated the atmosphere, a pungent, sickening aroma telling those who failed to get good vantage points what their eyes could not see. Smoothing irons were searing the flesh. "Swish. Once, twice, three times a red hot iron dug gaping places in Lation Scott's back and sides."

"Fetch a hotter one," somebody said. The execution went on. Now someone had another poker—jabbing its fiery joint into the ribs of the doomed black.

Then rubbish was piled high about the agonized body, squirming beneath its load. Match Is Struck.

Someone struck the match—they say the husband of the assaulted woman applied it—and smoke began to curl upward into a blue sky. The flames gathered momentum, engulfing the body. The fire seemed to grow, but it was Lation Scott.

More and more wood and rubbish were fed the fire, but at 3 o'clock Lation Scott was not dead. Life finally fled at 4 o'clock.

The executioners departed, leaving only the morbid. Women, who had left their dinners in the making, hastened home. Children, who had tarried on the way home from Sunday school, hurried away. Dyersburg, seemingly, was satisfied.

And today Dyersburg pursues the even tenor of its ways. "It is a lesson," they argue. "He confessed, and we gave him trial by jury." Scott committed the crime Nov. 22. He assaulted the wife of the husband for whom he had made a crop. The woman was bound and gagged and painfully injured. Poses immediately formed and three days a relentless search was under way.

Saturday Scott applied to a section foreman on the B. & N. W. for work, near Oakfield. The foreman told Scott he had enough men, but as Scott left the foreman recognized in him a man of the description of Scott. He arrested him and informed Sheriff Perry, of Madison county. Sheriff Perry informed Sheriff Bryant, of Dyer county, and Sunday morning Deputies Coper, Futsell and Pard Finley were sent for the negro. They were instructed to be on the alert for a mob and take Scott to Trenton. The deputies were in an automobile and speeding through the Trimble bottoms, when men suddenly sprang from every side of the road.

"It's useless, Pard, we can't make it they've got us."

So the deputies gave up the negro. The people of Dyersburg were notified by telephone at once. The whole county seemed to know. Dyersburg was quickly filled. One pastor, during the course of his Sunday morning sermon, remarked that he was glad to see so many women present, "but I wonder where the men are?"

The mob reached here about 1 o'clock with the negro. A citizen jury was quickly empaneled, but without a probe the negro confessed. The mob decided on burning at the stake, and wended its way to a lot across the street from the Fowler Dry Goods store.

Scott was stripped. The iron post, chains, smoothing irons and pokers had been provided before the mob reached the city. Without force the negro lay down on the ground and submitted to being chained to the post.

Not a single cry for mercy was ever uttered by Scott. His fortitude struck even the mob workers as uncanny. No one offered a plea for the negro after he confessed.

Scott is alleged to have committed a similar offense at Tunica, Miss., several years ago. He professed to be a preacher, and associated with church people. He resided at Unionville, where a widow and one child survive.

Pass Hat Around.

Between \$400 and \$500 was contributed toward the reward for the negro's capture when hate were passed around during the execution. A reward of \$200 had been offered, but the mob and spectators oversubscribed. The reward goes to the section foreman.

The execution was carried out without a hitch. The utmost good order prevailed. When Dyersburg awoke Sunday morning the entire community seemed to read the handwriting on the wall. News of Scott's arrest had traveled rapidly, and though at that hour plans were not known, preparations were made. Hundreds of persons from adjoining counties had time to reach here before the execution. Farmers and their families drove in in their buckboards, buggies and automobiles. Intuitively the crowds gathered in the public square.

None Wore Masks.

Not a domino hid a face. Everyone was unmasked. Leaders were designated and assigned their parts. Long before the mob reached the city the public square was choked with humanity. All waited patiently. Women, with babies, made themselves comfortable.

When the telephone message announcing the taking of the negro from the officers came, the crowd quickened. Many went out to meet the mob and escorted it into the city. Huge piles of wood had been made ready.

The mob entered the city at high noon—a clock was tolling 12. Formalities were dispensed with following the confession. A number of leading citizens had previously determined to have a trial by jury, but the negro pleaded guilty as soon as he was arraigned.

Women scarcely changed countenance as the negro's back was ironed with the hot brands. Even the executioners maintained their poise in the face of bloody creases left by the irons—irons which some housewife has been using. Three and a half hours were required to complete the execution.

Some time Monday an undertaker will shovel up the ashes and the bones and bury them.

AND THIS IN THE UNITED STATES IN 1917!



# A WEEK OF THE WAR

By HENRY FARRAND GRIFFIN

GERMANY is winning the war on points and losing it on condition. She is in the position of a very skilful pugilist, in poor shape physically, matched with an opponent of inferior skill but superior strength and endurance. If Germany could now negotiate a peace, based on the war map, she would win. The reason she cannot negotiate such a peace is the general recognition that, given time, the superior financial and economic resources of the Allies far outweigh Germany's present military advantages. Even in Germany this fact is recognized in well-informed quarters. That is why Germany is making such desperate efforts, directly or indirectly, to start peace negotiations, while the apparent advantage rests with her. For these and other reasons the time seems opportune, at the close of the year, to appraise the military situation on the various fronts and briefly to outline possible developments during the campaign of 1918.

## The Eastern Front

From a purely military standpoint the eastern front in Russia and Rumania is at present among the least important; from a political standpoint it has aspects of vital importance to the entire course of the war. Whatever may come of the Bolshevik armistice and peace negotiations with Germany we may take it for granted that Russia is permanently out of the war so far as any serious offensive operations are concerned. Even should the Bolshevik government fall, and Kerensky, or a more conservative leader, return to power the complete economic collapse of Russia precludes anything beyond defensive warfare. But even Russia on the defensive is of infinitely greater value to the Allies than Russia at peace with Germany. Should the Bolsheviks remain in control of Russia and actually conclude a separate peace with Germany, the situation in 1918 is going to be mighty serious for the Allies. There is no use trying to dodge the fact. We have already seen what a condition amounting to an armistice on the eastern front has enabled Germany to do in Italy and France. If Russia should conclude a peace with Germany, Rumania would be compelled to follow suit. It is perhaps not too much to say that for Germany the elimination of the Russian and Rumanian fronts and access to Russia's raw materials and food supplies would offset the support the United States could throw to the Entente Allies, during the year 1918 at any rate. It would certainly mean a considerable prolongation of the war and the sacrifice of many additional American lives. That is undoubtedly the reason our Government is more disposed than the Allies to be patient with the vagaries of the Bolsheviks and is seeking to reach such an understanding as to Allied war aims as may eliminate the danger of a separate peace. In this connection there was great significance in the recent note sent by Leon Trotsky, the Bolshevik foreign minister, to the Allied embassies intimating that armistice negotiations with Germany would be suspended for a week to give the Entente Allies an opportunity either to participate, or, failing that, definitely and specifically to state their war aims.

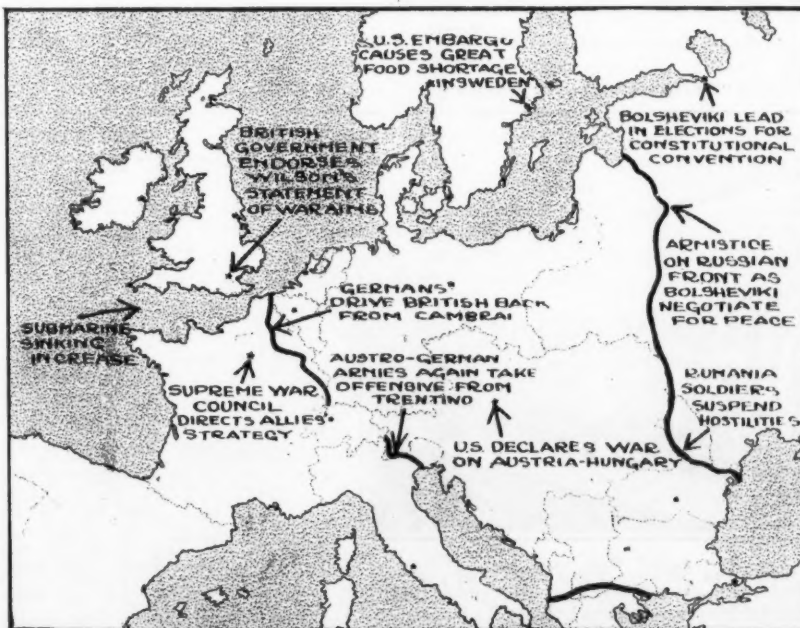
## The Western Front

Germany is being pounded slowly but surely out of France and Flanders. This may be said with assurance, despite



These Kilties were in training in the vicinity of Toronto for many months. They are seen taking their final hike to the boat which conveyed them abroad where they were attached to the Ontario Depot Regiments in Great Britain. Later they will go to the front to reinforce Canadian battalions now there.

any temporary successes the release of additional reserves from the east may give to Germany. There is evidence that the release of such troops may for a time enable Germany to resume the offensive in France or Belgium. It will probably more than counterbalance the arrivals of American units. A few weeks ago it seemed certain that a considerable German withdrawal from western Belgium and northern France would be necessary before next spring. That does not seem quite so certain today. The German lines in these districts are badly shaken. The British before Ypres have driven the Germans back from practically all of the dominating heights. But the enemy, by counter-attacks of amazing strength and energy, has compelled General Byng to give up his most important gains before Cambrai, and claims in addition the capture of 9,000 British troops and nearly 100 British guns. Even allowing for exaggeration it is evident that the British sustained a severe reverse and that the Germans for the present have saved Cambrai. The significant thing is that the Germans were able to strike a return blow of such tremendous force at the same time they were conducting a furious and costly offensive against Italy from the Trentino. If an unofficial armistice in the east enabled Germany to concentrate her resources so effectively in the west, the result of an actual separate peace with Russia may be imagined. So it is rather unsafe to do any predicting as to probable



NEW SALIENTS ON THE MAP OF EUROPE.

developments on the western front in 1918. For a time the Germans may be able to stay the slow but certain progress of the Allies. For a time Germany may even be able to resume the offensive. But sooner or later, with continuous arrivals of American troops, guns and munitions, the German armies, foot by foot and mile by mile, can be blasted out of France and Belgium. The price will be heavy. It is well for the American people to realize the stern business they have undertaken. The censorship, perhaps, is partly to blame, but ever

since we entered the war we have been inclined to overestimate Allied successes and underestimate German gains. This ostrich policy is not the way wars like this are won. We should see clearly the situation we face, and then intelligently, from full knowledge, prepare to meet it.

## The Italian Front

In Italy the issue hangs in the balance. Shifting their attack from a line between the upper reaches of the Brenta and Piave rivers, the Austro-German armies recently struck a tremendous blow from the Asiago plateau in an effort to force their way down the valley of the Brenta and out into the Venetian plain near Bassano. In the beginning of the battle the Italians were forced back after desperate fighting, and as these words were written the struggle was still raging furiously. If the Austro-German armies reach Bassano, the Italians will lose the Piave line and probably many more prisoners and guns before a withdrawal to their next line of defense along the Adige River can be effected. That, of course, would mean the loss of Venice and Padua and practically all Venetia. It is obvious that Germany is making desperate efforts to hammer Italy into a mood for a separate peace. It is for the United States and the Allies to see that Italy has all necessary support, and the indications are that she will get it.

## On Other Fronts

A separate Russian peace may make the position of the Allied armies based on Saloniki very precarious. Due to difficulties of supplying these armies overseas, they have been unable to undertake any serious operations and it is possible that the expedition may be withdrawn in 1918. In Palestine the British are making constant progress and the capture of Jerusalem ends the year's activities. For some time there have been reports of the reorganization of Turkish armies under German leadership for an attempt to recapture Bagdad. That some such effort may be made in 1918 seems likely, but the British expeditionary forces in Mesopotamia are now well organized and equipped and they should be able to hold their conquests. In German East Africa the last remaining German forces have been defeated and dispersed, except for some stragglers who retreated into Portuguese territory.

In conclusion we may briefly discuss the submarine situation. This the Allies appear to have pretty well in hand. The losses are still heavy, but no longer disastrous. They will continue to fluctuate from week to week, but the average of losses has been steadily descending for months past. England will not be starved out. We shall be able to transport our armies to France and supply them there. The submarine will continue to be a menace. But it will not win the war for Germany.

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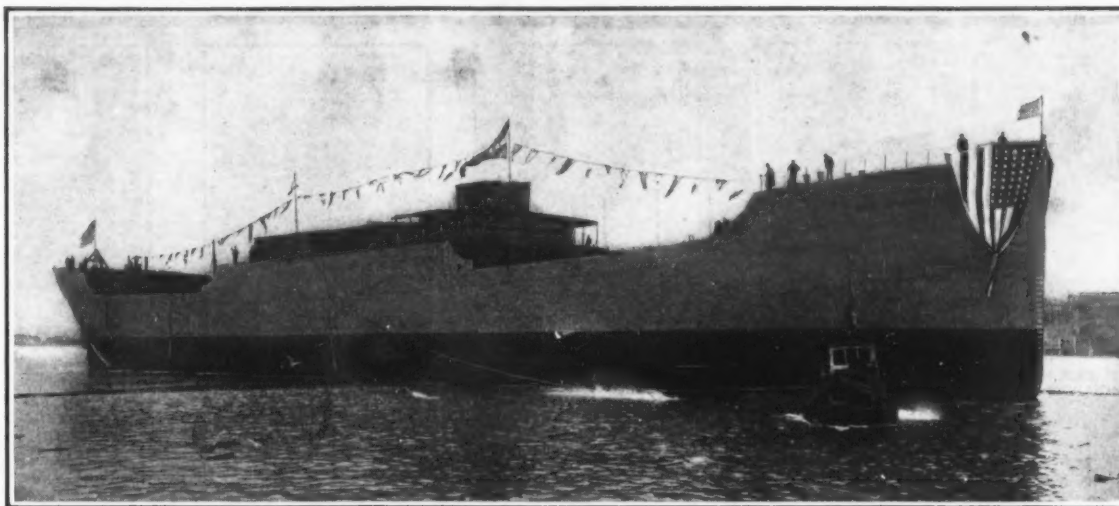


# President Paves Way for Austrian Peace

By CHARLTON BATES STRAYER

THE most remarkable feature of President Wilson's address to Congress was that it laid the foundation for a separate peace with Austria-Hungary, at the same time that Congress was urged to declare the United States in a state of war with that empire. "We do not wish," said Mr. Wilson, "in any way to impair or to rearrange the Austro-Hungarian Empire." It is doubly significant that immediately following the President's address a Vienna dispatch quotes Emperor Charles as saying to an Austro-German delegation that the Dual Monarchy was ready at any time to conclude a peace that would guarantee the integrity of the monarchy. Take with this the Washington pronouncement that President Wilson spoke for the Entente governments as well as for the United States, and the inference is strong, if not conclusive, that the Entente had assured the President, through Colonel House, that the time was ripe to pave the way for a separate peace with Austria. This again bears out the position that I have consistently taken for months that peace was most likely to come through Austria, the weak link in the Teutonic chain; while Emperor Charles's reference to the "joyful satisfaction" with which he greeted "the noble-minded intervention of the Pope," bears out the interpretation that every move toward peace made by the Pope was inspired in part by the natural desire of the Vatican to save from dismemberment and economic ruin the one remaining strong Roman Catholic power.

President Wilson pleaded the cause of Austria, as well as of Turkey and the Balkan States, when he said that these peoples must be freed from "the impudent and alien domination of the Prussian military and commercial autocracy." This fear of Mittel Europa, first mentioned by the President in his Buffalo speech, is one feature of the address to Congress that will greatly hearten our Allies, for German domination from Berlin to Bagdad is a menace not only to Europe but also to the peace of the world. Austria, the pivotal country in this German dream, is in reality anxious to see it shattered, since its realization would mean absolute subjection on her part to Germany. The people are bent on a speedy conclusion of peace, although Germany is striving feverishly by means of the Italian campaign and promises of an early victorious peace to quiet Austrian demands. In Vienna recently 30,000 Austrians joined in a peace demonstration. The financial crisis and hunger increase. Deserters from the army have taken to the mountains and live by plunder. The Italian campaign has not secured peace as promised. President Wilson's address points out a way to Austria to be saved. Will she accept it? Enemy and ally alike will give heed to that portion of the President's address which pledges America's full power in men, money and materials in bringing the war to a victorious end, a convincing reply to Von Hindenburg, who, only a few days before, scoffed at America's participation in the war.



When the *Seattle* and the *War Brigade* were launched in Seattle on November 24, the first great victory of the United States Shipping Board over the German submarines was won. The *Seattle* is the first contract

ship to be completed. It was launched 70 days after the laying of the keel, and is a standard steel vessel of 8,800 tons. The *War Brigade*, a sister ship, was commandeered while in the ship-yard.

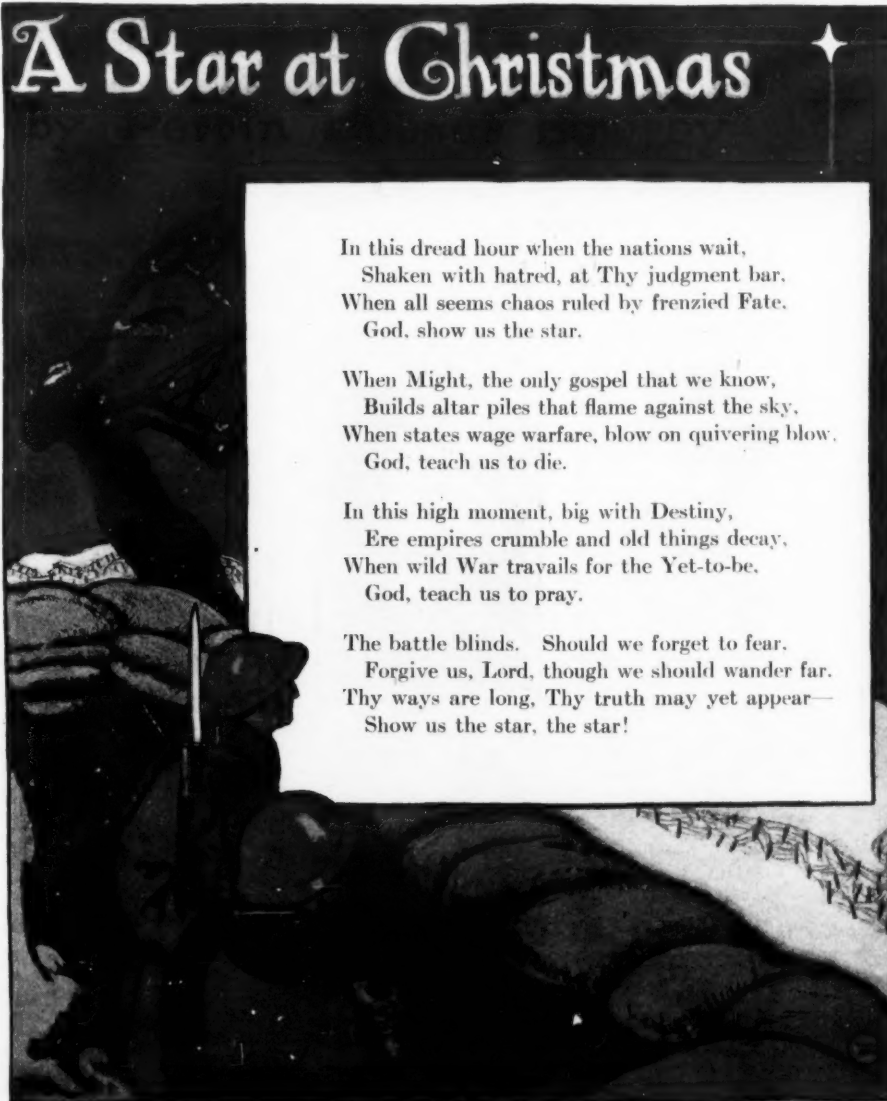
## Armistice Strikes a Snag

ALTHOUGH the Bolshevik Government of Russia has agreed to an armistice with Germany, the Kaiser's government doubtless realizes it is playing with fire in treating with the most extreme socialistic type to be found in any country. How the Kaiser can reconcile dealing with the Bolsheviks while he refuses to treat with the moderate Socialists in his own empire it is difficult to see. The ideas of the Prussian autocracy are so far removed from the political and social philosophy of the Bolsheviks, that it is safe to predict there will be continual friction as the plans of the armistice are developed. A snag was struck at

gested at the expense of Russia alone, Britain and France to be satisfied by restoring Belgium and Alsace-Lorraine, while the Central Powers find compensation at the expense of Russia. The hope back of such a suggestion is that the Entente, because of betrayal by Russia, would be willing to see her punished in this way. Yet by too great severity toward revolutionary Russia the Entente would drive Russia into Germany's arms. The Entente realizes that it is not Russia that is working for a separate peace, because the Bolsheviks do not represent over 2 per cent. of the population of Russia. There is no single party in Russia competent to voice the will of the nation. Russia is not a land of traitors, and until Russia finds herself and discovers a great leader, the policy of the United States and the Entente will be to deal patiently with a complex and rapidly changing situation. Truce with the Bolsheviks is not peace with Russia. If the proper elements come to the front and Russia is able to right herself, Russian forces may yet be found fighting on the side of the Allies.

## Lansdowne's Peace Effort

THE Marquis of Lansdowne has endorsed President Wilson's address, but the President could never express the same endorsement of the Lansdowne letter. It is said by Lord Lansdowne's defenders that while he believes in the defeat of Germany he endeavored to show the German people that the Allies were not bent on their extermination. If Lord Lansdowne tried to follow President Wilson's method in speaking over the heads of the German rulers to the German people, he made a miserable failure where the President has uniformly succeeded. President Wilson's papers and addresses have aroused the enmity of the ruling class and stimulated the democratic movement in Germany, whereas the Lansdowne letter is looked upon in Germany as showing the white feather. Lord Lansdowne urged the Allies to restate their war aims, although Germany has never stated hers, and to attempt to bring about peace before "the prolongation of the war leads to the ruin of the civilized world." This would mean negotiation with the German government as at present constituted, a proceeding which President Wilson has said we could not support. The position of this country, as expressed by President Wilson, is that peace can come in two ways—either by the military defeat of Germany, or by overture for peace from a government responsible to the people of Germany,



## A Star at Christmas

In this dread hour when the nations wait,  
Shaken with hatred, at Thy judgment bar.  
When all seems chaos ruled by frenzied Fate,  
God, show us the star.

When Might, the only gospel that we know,  
Builds altar piles that flame against the sky.  
When states wage warfare, blow on quivering blow,  
God, teach us to die.

In this high moment, big with Destiny,  
Ere empires crumble and old things decay,  
When wild War travails for the Yet-to-be,  
God, teach us to pray.

The battle blinds. Should we forget to fear.  
Forgive us, Lord, though we should wander far.  
Thy ways are long, Thy truth may yet appear—  
Show us the star, the star!

# THE ROLL OF HONOR



© INTERNATIONAL FILM  
Richard Allen Blount, a North Carolina boy who has been awarded the Cross of War by France for capturing thirty Germans single-handed, while fighting with the Foreign Legion at Verdun. His father's wish was that he should account for five Germans.



© JAPNA  
Wisconsin and the middle Northwest probably will yield to our Army more men of foreign lineage than any other section. Among the first of Pershing's men to fall in action was Sergt. John F. Czajka, of Milwaukee, who made a good showing in his first and last fight.



PETERSON  
For nine fights with German air raiders in a two-hour patrol Davis McKay Peterson, of Honesdale, Pa., member of the Lafayette Escadrille, was cited for bravery in French war papers. Mr. Peterson, 23 years of age, has seen much service since his enlistment with the Foreign Legion in 1915.



WEDDERBORN  
When the U. S. destroyer *Chauncey* was lost in foreign waters on November 19th, three officers and 18 men perished. One of the lost was Lieut. Charles F. Wedderborn, of Chevy Chase, Md., shown above. The other officers lost were Lieut. Commander W. E. Reno and Ensign H. G. Skinner.



REYNOLDS  
No story of the war has been more thrilling than that of aviator Patrick Alva O'Brien, of the Canadian Army, whose aeroplane was shot down by the enemy behind the lines. O'Brien risked his life in escaping from a German prison train. He spent 70 days making his way through Belgium and Holland to London, subsisting most of the time on a loaf of dry bread and a piece of bologna, which he had when he threw himself from the window of the fast-moving train. Young O'Brien was formerly employed by the Santa Fe Railroad at Stockton, Cal., and resigned to enter the San Diego Aviation School. Perfecting himself as a flier he went to Canada and enlisted with the Royal Flying Corps.



WELLS  
Of course promotions in military life come rapidly in such a devastating war as this. But Brigadier-General James G. Harbord, recently appointed Chief of Staff with Pershing, has made his record on long, hard work. After being sworn into service in 1889 he passed through all the "noncom" grades in two years, and won his other appointments for service in Cuba, the Philippines and on the border with Pershing.



HERALD SYNDICATE  
Three American women, formerly of New York City, who have been active in relief work in France have been awarded French medals in recognition of their service. They are Marquise de Chambrun, formerly Miss Marget Rives Nichols, Miss Elsie De Wolfe, famous as an actress, and Duchesse de Choiseul, formerly Miss Claire Coudert. The Duchesse has been devoting her attention to the care and relief of tuberculous French soldiers. The Marquise has been engaged in general relief-work. Her husband is a great-great-grandson of Lafayette. Elsie De Wolfe has specialized in treating soldiers suffering from burns inflicted by liquid fire and tar gas.



BY KENNETH ZUN  
The bravery of women is being recognized daily in the war zone. Miss Grace Gassette, of Chicago, head of the Franco-American Appliance Committee in Paris, has been awarded the Cross of the Legion of Honor for hospital work and has been made honorary corporal stretcher-bearer by the 109th Regiment.



© THE BILLY W. BEATING  
William K. Gardner, the 18-year-old son of Governor Gardner of Missouri, is home after thrilling service on the French front as an ambulance driver. He says the ambulance driver works "to the tune of exploding shells and noises of battle."



PERKINS  
Byrl E. Sylvester of Plainview, Minnesota, has, as ambulance driver, been serving France. He is on leave at home and will go back to the other side in the Naval Aviation Corps. His decoration bears testimony to his bravery.

The Fish haddock to the G old type

THE char trade c For mo the greatest several thous their headq second large ernment has ing fleet to b purposes. M engaged in tically no fish exists in Ger concerned. Sweden and home market While the less associate comparative its early im ports has al

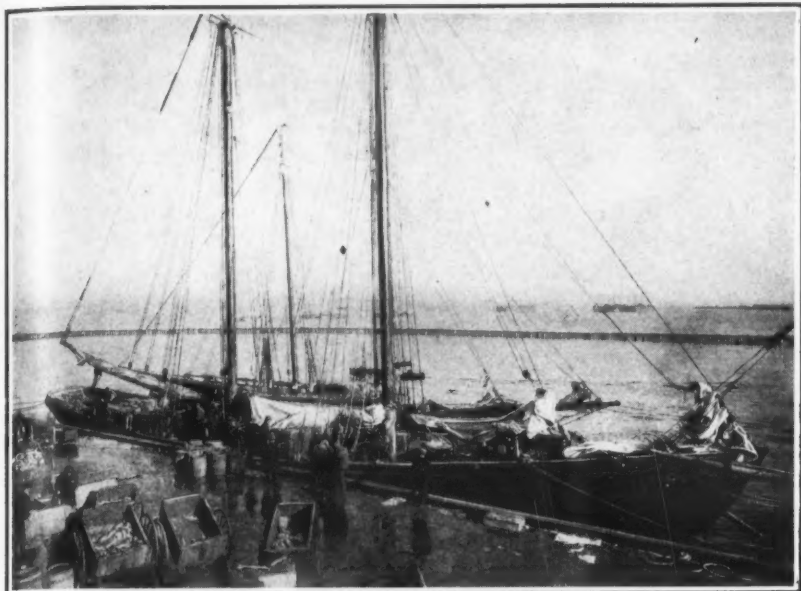
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# Boston, World's Fish Center

By W. E. AUGHINBAUGH



The Fishing Schooner *Arethusa* unloading her catch of 200,000 pounds of cod, haddock, halibut and cusk. This vessel has just returned from a three weeks' trip to the Grand Banks, and her catch is far above the ordinary. She represents the old type of fishing vessel. Fish are caught with hand lines, by the crew in dories or small boats.



The Steam Beam Trawler *Walrus* the latest thing in fishing vessels. Fish are caught with great nets which drag the ocean floor. One trawler with twenty-two men does the work of six schooners and 135 men. It works night and day and returns to port in four days with a catch of about 400,000 pounds. The Atlantic Ocean is richer in fish than any other body of water.

THE changing fortunes of war have shifted another trade current from Europe to the United States. For more than a century Grimsby, England, was the greatest fishing port of the world with a fleet of several thousand steam trawlers making this little town their headquarters. Hamburg, Germany, was the second largest haven of this kind. The British Government has commandeered most of the Grimsby fishing fleet to be used as mine sweepers or for other naval purposes. Many of them have been destroyed while engaged in this work, and as a result there are practically no fishing vessels there now. The same condition exists in Germany to-day as far as its fishing fleets are concerned. The fishing fleets of Holland, Norway, Sweden and Denmark are capable of supplying only the home markets.

While the history of every seaport town is more or less associated with fish, Boston, Mass., because of its comparatively greater age among American cities and its early importance as one of this country's leading ports has always been more or less recognized as the

fishing center of the United States. In Colonial days fish comprised the chief item of the daily menu, with game for Sunday meals for those who lived in the vicinity of the Massachusetts coast. In summer ice being difficult to obtain, salt fish was the principal food of the early settlers, and in some of the more remote towns was accepted as a medium of exchange, as it is even to-day in Labrador and many of the Maritime Provinces. As an evidence of the importance of the fishing industry to the State of Massachusetts, there hangs over the Speaker's chair in the House of Representatives a stuffed codfish, and all laws are passed beneath "the sacred cod of Beacon Hill." It is interesting to note that the first public schools of the Commonwealth of Massachusetts were established from the proceeds of taxes collected from fish-merchants.

With the passing of Grimsby and Hamburg from leading activities in the fishing business, Boston has become the center of the fish food supply of the world. While we are feeding our allies on the products of our soil, we can do this only for a long period of time by

drawing a large part of their as well as our own sustenance from the sea. The British and the French people also have always been heavy eaters of fish and fish products. As a matter of fact fish forms their staple diet. Realizing the importance of fish as a food for its fighting men, the British Government has a standing order in this country for 5,000,000 pounds of fresh fish. Within the past month there left Boston on a refrigerating ship, and destined for the English troops, in the trenches, one shipment of 3,000,000 pounds of American frozen fish, the largest cargo of the kind ever exported. Incidentally it may be interesting to note that the British commissary officer making the purchase estimated that the shipment would be sufficient for three meals only for the forces in France. Smaller quantities of 1,000,000 pounds leave every week for various European ports from Boston, because the governmental authorities look upon fish as the most nourishing and the cheapest food they can supply the soldiers. The present King of England dines one day

(Continued on page 877)

## Keeping the Public in the Dark

By HAROLD W. SLAUSON

ANY undertaking as vast as the present war cannot be conducted by an inexperienced country such as ours to the absolute satisfaction of all concerned. Even Germany with her generations of preparation and education for the conflict has not succeeded in doing this. It is scarcely to be wondered at then that rather violent exception is taken to the rulings of the Priority Board which is charged with the order in which preference is to be given to railroad shipments of various natures. Manufacturers, dealers and users of each class of goods claim that their particular merchandise should be given preference over all other classes, and it is comparatively easy to show that a certain article is more of an essential than is commonly believed. Indeed there are but few products produced now-a-days which their manufacturer or those connected with their distribution will admit are luxuries.

The automobile business and its allied industries, it would seem, have borne the brunt of this discrimination and arbitrary definition of what constitutes a luxury and what a necessity. Ever since the Priority Board chose to apply the literal interpretation to the obsolete term "pleasure" car, the automobile industry has suffered through reports of forced curtailment of production and through an actual embargo on the shipments of certain kinds of alloy steels used in the manufacture of passenger cars. What has seemed to many, however, to be the most short-sighted policy on the part of the Priority Board has been the embargo placed on the transportation of road-building supplies.

This, unfortunately, has resulted in a cessation of road construction and repair and in a postponement of plans for new highway development.

We are not criticising the action taken by the Priority Board in this instance. The Board is composed of men conversant with the problems which we have to face and who are strong enough to weigh questions of necessity and expediency and to give their resulting decisions without fear or favor.

Therefore, against those critics who would point out the unwisdom and utter absurdity of an embargo on the very commodities needed for the most efficient transportation of our troops and supplies as a solution to the congested railroad traffic problem, we can take the patriotic attitude of the manufacturers of road materials themselves, and say that if conditions make the coal or food shortage so acute in certain sections of the country that all available open and flat cars must be reserved for the carriage of such commodities, we will make the best of a bad situation which is the outgrowth of our desire and ambition to fight the war to a finish.

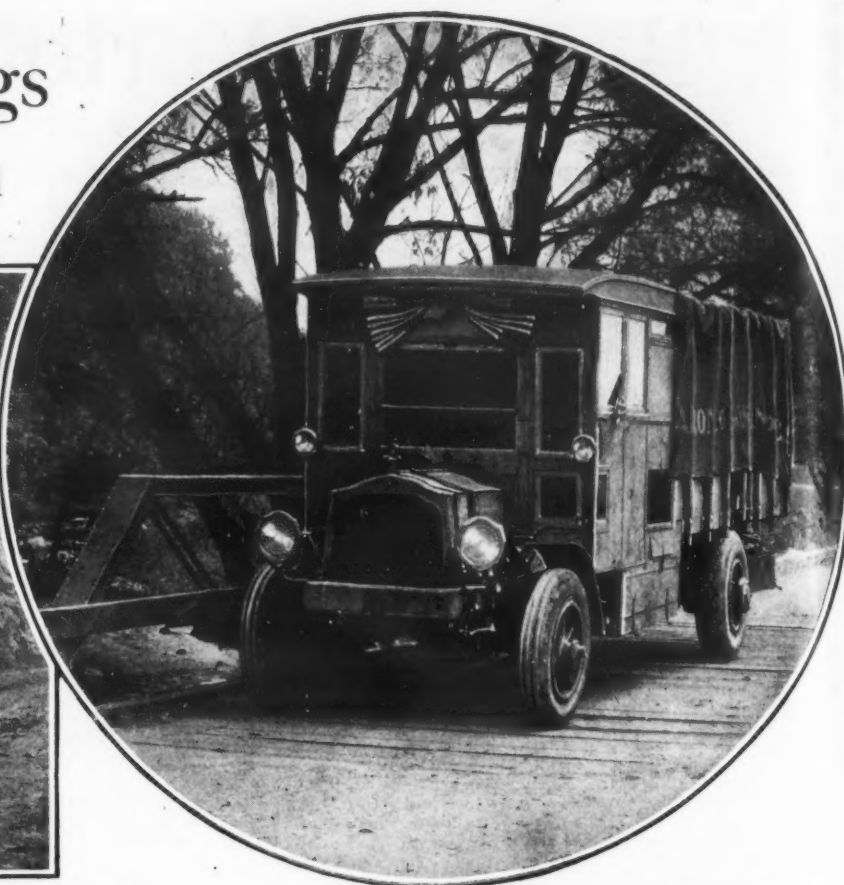
What the Priority Board has failed to do, however, is to give the public a proper insight into the "whys" and "wherefores" of this decision. It is generally known, for example, that records show a comparatively small amount of material transported by the railroads for road-building purposes during the winter months. Road construction, as a rule, does not begin until spring when the frost is entirely out of the ground; therefore, the present is the best time of the year

during which a suspension of the transportation of such road-building materials might be enforced.

It is during the winter, however, that many State Highway Departments and County and City Boards draw up their plans and let contracts for the construction of the forthcoming season's crop of highways. Such departments and official boards have been brought to a realization of the vital need of a continuous definite system of hard-surfaced roadways. An embargo should not be placed on the plans and activities of these official boards, nor on the desire of the voters to authorize appropriations for highway maintenance and construction. This is what the Priority Board has done, however, through its failure to emphasize the fact to the public at large that its ruling regarding the use of flat cars for the shipment of road-making materials is only to be enforced during the season when such shipments are at a minimum, and that this embargo will be lifted, probably, early in March. Could this fact be given publicity as great as that attendant upon the announcement regarding the embargo on road-making materials, the public which will be called upon to vote on bond issues for road-building purposes, and the commissions or local boards having charge of such money, could proceed with their plans and let their contracts without restriction.

Let the Priority Board, as well as other departments of the government charged with the prosecution of the war, take the public into its confidence in all matters which so vitally affect a large proportion of our business men and taxpayers.

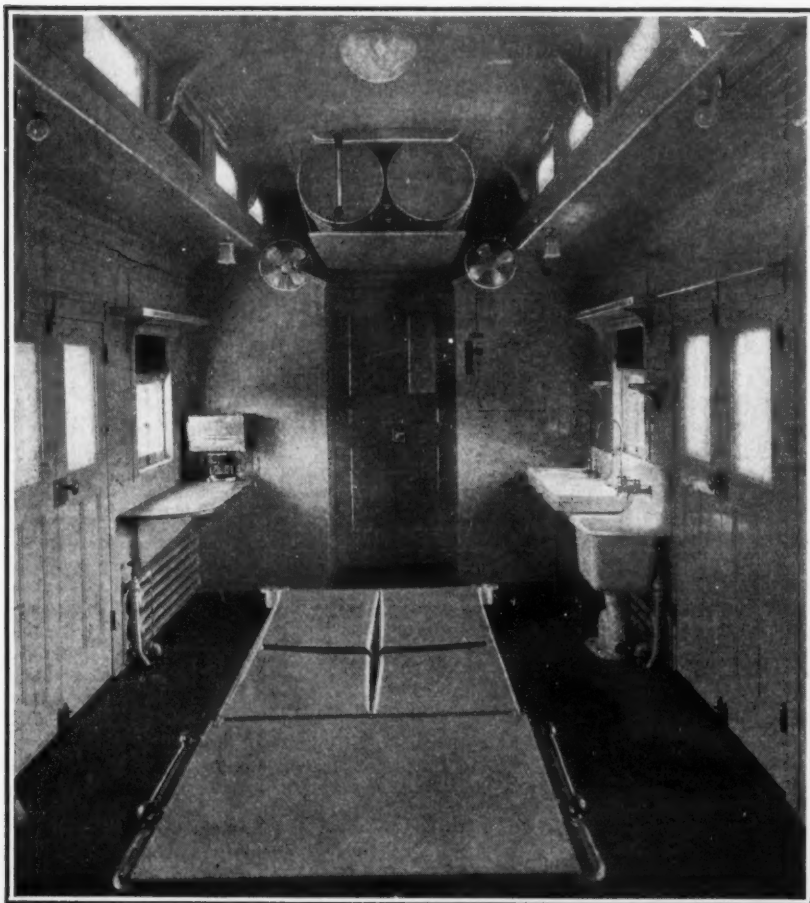
# War's Necessity Brings New Transportation



## NEW MOTOR EXPRESS SERVICE

A fleet of four three-ton and five-ton trucks has maintained, for many months, a regular express schedule between Akron, Ohio, the tire center of the country, and Boston, Massachusetts. This express service is a combination of an effort to overcome railroad congestion and a thorough test of a new type of truck tire produced by the company operating the fleet. The trucks maintain a regular schedule regardless of poor road and weather conditions. An average daily speed of ten miles per hour is made, including stops. No difficulty has been encountered in trips over the Alleghany Mountains. However, as each truck carries a full load in both directions it is necessary to keep the brakes in the best condition. All the trucks are equipped with pneumatic tires of sizes

up to ten and twelve inches in cross section. Tires of this size have never heretofore been attempted, but it has been found that under these conditions a three-ton truck can reach a maximum speed of forty miles an hour or maintain an average speed of thirty miles an hour for long distances. However, motor trucks cannot solve the long-distance hauling problem unless state, county and city authorities cooperate in the construction of bridges of sufficient strength to carry the loads required. The shortest and easiest route would be by way of New York State through the Hudson and Mohawk valley. Regardless of the excellent roads, however, many of the bridges are not of sufficient strength and so a route through Pennsylvania 740 miles long has been selected,



## THE NEW HOSPITAL TRAIN DE LUXE FOR OUR SOLDIERS

The operating car of the first of Uncle Sam's new moving hospitals is seen above. This is the chief unit of "Hospital Train No. 1," the most finely equipped hospital on wheels in the service of any of the warring powers, and the first of a series of similar trains to be constructed for the U. S. Government for first-aid service as close to the firing lines as possible. Hospital Train No. 1 consists of ten cars, comprising an operating car, four palatial bed-cars, such as that above at the right, for wounded men, a tourist car for convalescent men, an officers' car with drawing-room for the commandant and fourteen sections for junior officers and Red Cross nurses, a car for sergeants, orderlies and train

personnel, a kitchen car and a storage car. The operating room is fully equipped for first-aid surgical operations and is fitted with all facilities for the immediate relief of the seriously wounded. Its machinery consists of an operating table, a sterilizer, two huge tanks for hot water and other modern appliances. Under the command of Major W. L. Hart, Hospital Train No. 1 is now ready for active service and its first baptism of fire with a staff of two internes ranking as lieutenants, four sergeants, a number of orderlies and about twenty Red Cross nurses. It has its own crew and kitchen personnel, similar to that of trains built and operated for the use of the general public.

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# Halifax's Terrible Disaster

Exclusive Photographs from International Film Service



North America experienced one of its most shocking tragedies on December 6th, when between 1,500 and 2,000 persons were killed and the city of Halifax was wrecked by the explosion of 1000 tons of munitions on board the steamship *Mont Blanc* in Halifax Harbor. The explosion was caused by a collision between the munition ship and another vessel. A searching investigation is under way to find if German influences were responsible for the confusion in ship signals. Probably 25,000 persons were made homeless and in the days and nights succeeding the disaster suffered heart-rending privation and exposure. Hundreds of injured persons imprisoned beneath fallen buildings perished from the cold and snow of three blinding blizzards which drove down from the north on the days succeeding the disaster. Two square miles of buildings were laid in waste. Telegraph, telephone and electric lighting and power wires were put out of use and every pane of glass in the city was shattered. Though relief workers did much to alleviate the suffering, the city was in the depth of despair for days. The pictures on this page show a church and house wrecked by the blast. On page 875 are other pictures of the explosion.

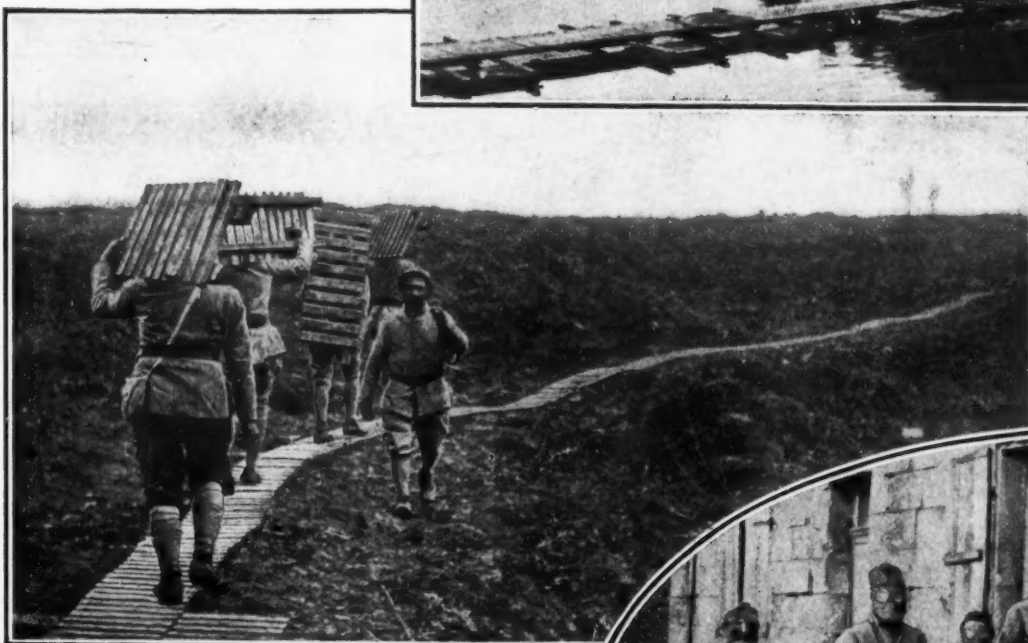




On the Italian front, after the disastrous drive by the combined Austro-German forces, the Allies awakened to the need of reinforcing Italy with men as well as with money and munitions. Quick action in dispatching relief from the western battle-front aided Italy materially by renewing the morale of her troops, although she had already checked the Teuton tide sweeping on to Venice. Perhaps at this juncture the American troops in France served a great purpose, for they were ready to relieve the French and British sent to Italy's aid. The picture shows Italian reinforcements on the road to defensive positions along the Piave River.



Streams offer little resistance to the fighting men of all armies. Numerous ways are adopted of crossing them, but in Flanders where many of the rivers are shallow, simple portable bridges are used. They also serve in traversing marshy land that would impede progress. An experiment in gas attack is under way in the picture above.



A case of pick up your board and walk. These removable cork walks played an important part in many recent successful attacks in Flanders and France, not only in aiding foot troops to cross the marsh lands, but also in bringing up supplies and cannon.



The all-pervading gas is no respecter of persons and does not confine its diabolical work to the fighting forces. It steals its way far back of the firing line, and has overcome peasants who were not properly equipped to fight it. Every village in the fighting zone is now equipped for combating the deadly tool of Kultur. This entire family is furnished with gas masks from baby to grandparent.

# In Italy and Flanders

*The heaviest fighting of 1917 has been on the Italian front and in northern France. One mountainous, the other flat and marshy, they offer entirely different problems for overcoming nature in man's great battle for supremacy, but strange to say the break in the clinch of trench warfare came in the mountains of Italy.*



THE man thrust his head into the jaws of the lion, but the jaws did not close. It was not a tame lion nor did the lion love the man. On the contrary he roared with anger and exhibited all the menace that a wild beast should. But he did not bite. You don't believe it? But you must. The thing has been going on for three years.

The British, or more justly the Allied, navy is the lion. Its jaws are upon every coast. And yet the Kaiser rests the end of his line on the western front upon the coast, thrusts it right into the jaws of the lion, and nothing happens. Nothing has happened for three years. "It is impossible," say military men, our own military men, our generals right in Washington, who shrug their shoulders over the naval situation. "It can't be done," say the authorities on military science, for it is one of the best-established principles of warfare that you cannot base a line upon the sea when the enemy controls the sea. It has been a rule of all wars hitherto that this is impossible, and because it had been impossible was one reason why Admiral Mahan was able to write his monumental work upon "The Influence of Sea Power on History" and show that wars were always won by the side that controlled the sea. But in this war the impossible has been possible for three years.

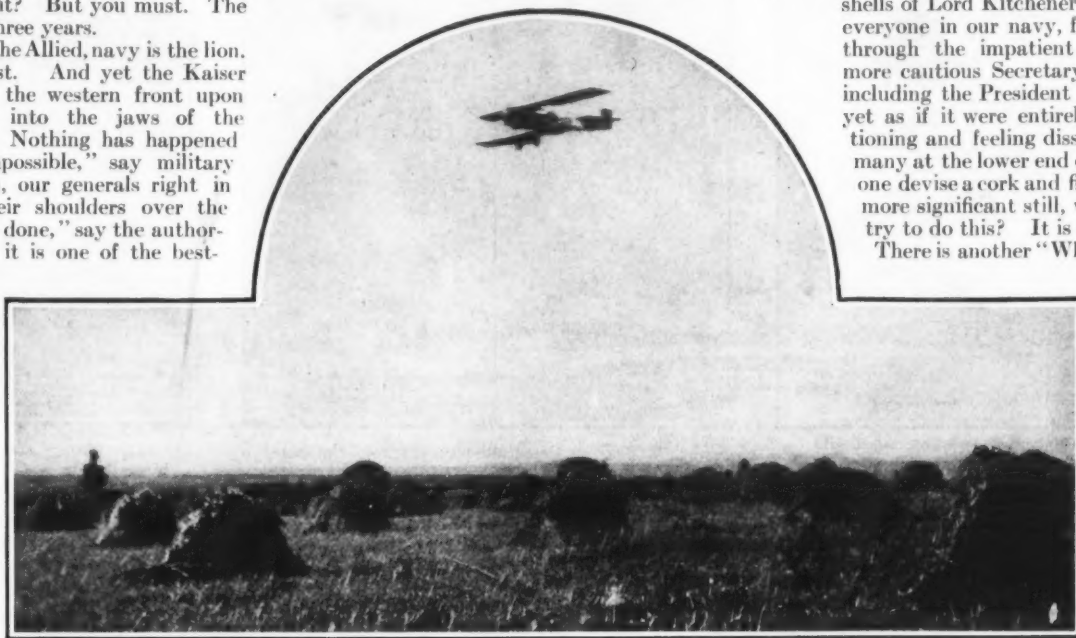
Sea power has lost some of its influence upon history.

British control of the sea, in the old sense, is absolute, yet the British are not enjoying the fruits of that control, for, to mention nothing else for the moment, there is the head of the Kaiser's line thrust into the unclosing lion's jaws. The army, weary of its inch by inch task of advancing straight through an entrenched line, always the most difficult mode of progress, asks "Why?" Generals of the Staff in Washington, when the recent drive was made on the German trenches near the coast, and a mine with tons of explosives that shook England was touched off under the Kaiser's men, asked, if they knew you well enough to be frank, why it was the ships took no part. They were skeptical and predicted little profit from the military administration. The why they asked is one of the big "Whys" of the war.

There are other "Whys" as big and as baffling. Here is one, technically similar to the one just asked. If it is a principle of warfare that you cannot base a line on the sea when the enemy controls the sea, for fear of landing parties from further down the coast attacking your rear, it is equally a principle of warfare that your navy must seek out the enemy's fleet and destroy it, or if it will not give battle, drive it into some bay or harbor and confine it. It is like checkers, either you capture your opponent's men or you block them so that they cannot move without being jumped. Now so far as the surface fleet of Germany is concerned that strategy has been observed strictly from the first. Germany's battleships, cruisers and destroyers cannot emerge without risking destruction. But with regard to the U-boats all is different. They are neither being destroyed nor confined. It is pretty clear that they cannot be destroyed. Yet no attempt is being made even to confine them. The problem with regard to them is not strategically different from the problem with regard to the German surface fleet at the outset of the war. You will remember that there were German cruisers

# Three Big "Whys"

By C. W. GILBERT



Whether the war can be won in the air is a much-mooted question. Opinions for and against it are given by many authorities. But that the airplane will do much toward restoring the peace of the world is not doubted.

and raiders all over the surface of the ocean and that in the first months of the war they did a great deal of damage. It is a rule of naval strategy that you must ignore the scattered units and devote your attention first to confining or destroying the main body of the enemy. The British did this. If they hadn't, if the whole British fleet had gone chasing over the surface of the seas after flitting raiders and commerce destroyers it would have done precisely what it is doing with regard to submarines.

The main German U-boat fleet is always in the harbor, that is in a bottle whose neck invites closing. Only a small fraction of it is busy raiding at any one time. When you begin to talk of numbers of submarines you are just guessing, but this is the best guess that has been made, and, anyway, totals for the purpose of what is to be said make little difference, so long as the proportions are right, and there is good technical opinion for believing that the following proportions are right. Here, then, seems to be the best estimate of Allied naval authorities of Germany's submarine strength: a total strength of 150 U-boats, of which only about twenty are operating in British waters at any one time. The reason for the small number in operation lies in the delicacy of the machinery of the craft and in the necessity for frequent repairs. Close the neck of the bottle and you shut in six-sevenths of the U-boat fleet, and better still, all the boats outside have to return to the bottle in three or four weeks.

Every principle of naval strategy says that this is the way to fight a hostile fleet, and it has yet to be shown that the rules of sea warfare do not apply just as much to vessels below the surface of the water as to vessels upon the surface. Yet for three years no attempt has

been made to apply the lessons of naval warfare to the fight against the submarine. The world is beginning to ask "Why." The British public is beginning to ask "Why." The Northcliffe newspapers are thundering as they once did over the high explosive

shells of Lord Kitchener. I have reason to believe that everyone in our navy, from the eager younger officers through the impatient Assistant Secretary and the more cautious Secretary and his chief aide up to and including the President himself, is asking "Why," not yet as if it were entirely our business, but still questioning and feeling dissatisfaction. Nature put Germany at the lower end of a bottle. Why doesn't some one devise a cork and fit it to the bottle's neck? Or, more significant still, why doesn't some one at least try to do this? It is one of the big "Whys."

There is another "Why" just as big as these two that have gone before. It is, why do the Allies not fly over the German lines and attack and destroy the German army's communications? Why is the airplane harnessed to the frontal attack instead of being developed for use in the much more vital purpose of harassing the rear? Germany, with her U-boats changed her war from one of frontal attacks to one against communications. She strikes at supplies of food and munitions destined for the Allied army at the front or for the

industrial population at home who are a necessary part of the modern war system. Germany's communications are on land. The airplane may serve to strike at them in the same way the submarine serves to strike at the Allies' communications on the sea. By changing their war into one on communications the Germans made great progress toward breaking the deadlock, or would have done so if they had not brought this country into the fight against them in the process. The lesson is before the Allies. Why don't they too adopt the war on communications, bending their energies toward developing the airplane for that purpose?

The best military thinkers, even the Germans themselves, who developed the present practice of whole nations in arms, believe that aircraft will send the existing system of warfare to the scrap heap. Men will fight in the future, they think, with small, highly trained armies flying about the country in air machines vastly more powerful than any in existence today. Landing parties from such aircraft would make the huge hosts of today helpless by tearing up the railroads and supply depots in their rear. The people who have the imagination and the courage to develop that kind of warfare promptly will win the present conflict in Europe. Why are not the Allies trying?

I have thrown these three questions up into sharp relief because the answer to any one of them will be the offensive against Germany for which the whole Allied world is now calling. Bottle up the U-boats and you will be conducting a naval offensive that will end Germany's war upon the Allies' communications. Strike behind the end of Germany's line on the coast and you conduct war on communications of the old sort, by going around the end, a valuable offensive. Fly over Germany's line with airplanes big enough to carry landing parties or vast quantities of explosives and you institute the offensive of the future. Any one of

(Continued on page 871.)



Under the very nose of the British fleet and within range of its mighty guns the Germans have established one end of the firing line on the coast, contrary to all the prescribed rules of the game—but not of modern warfare. Being good losers the Allies have marveled at Germany's ability to set old rules at naught, as long as they

are within the limitations of civilized warfare. And that they have done this often is conceded even by their bitterest enemy. Here are French prisoners of war being marched off by their German captors, not many miles back from the English Channel, where the English, French and American fleets "hold the fort."



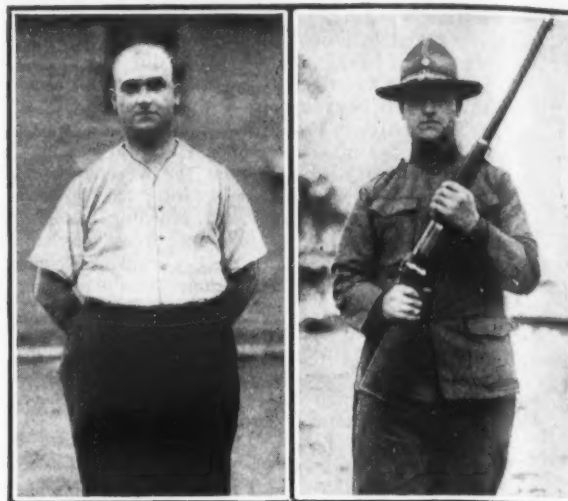
# The First Million Shapes Up; "Informal"



This row of pictures is presented to show what the National Army life does to the men. The deadly "before and after" parallel is here seen at its best. Contrary to pacifists' teaching, even the boys' own families can recognize them after two months at Camp Grant, Rockford, Illinois.



The army asserts that these pictures are of the same person. His mother has begun to change her opinion that he had always followed father's family, and wonder if there isn't a touch of the Smiths in him after all.



Camp life does surprising things to your shoulders, your biceps, your waist measure, and your interest in supper, but it is hard on the pretty little careless tricks your aunts used to wonder if your mother had ever noticed.



After two months out bending understands



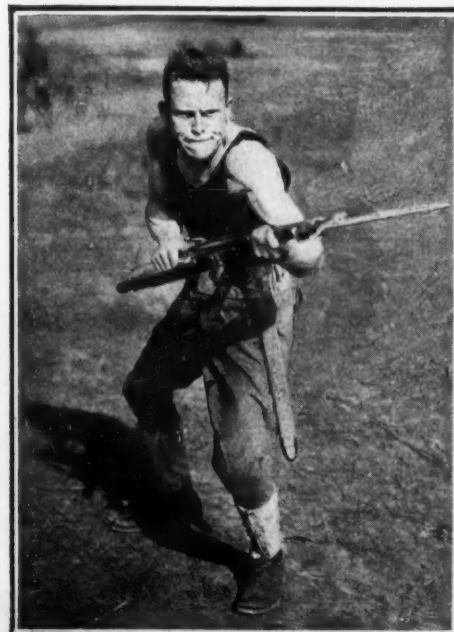
The Division Base Hospital at each National Army Cantonment now is complete. Not only has it doctors, surgeons, orderlies, ambulances, absorbent cotton and patients — the Red Cross nurse has arrived. She is a graduate nurse and while she wears the uniform of the American Red Cross Society, she has been sworn into the "Service" and is a soldier of Uncle Sam. The above group is at Camp Pike, Little Rock, Ark.



One of the most pertinent hints that the mobilizing American troops are engaged in a serious adventure is the frequent appearance in a camp of French expert instructors in artillery, bomb throwing, trench mortar fire, gas and other features of big war as it is now fought. This group is made up of instructors at Camp Bowie, Texas.



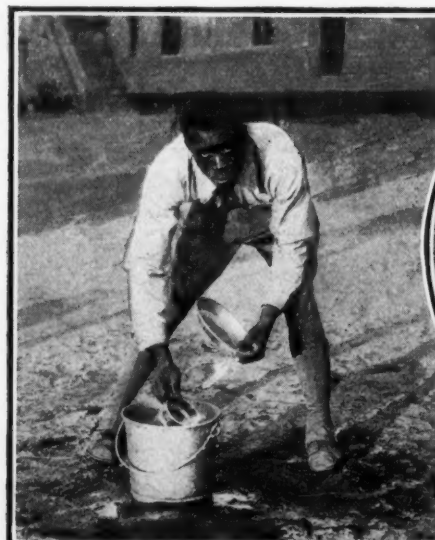
A Picture fighting from Frank Rus



This is a New York National Guardsman's fighting face. The bayonet manual provides for no steps backward and for men up to this sample it saves many motions.



Walter Camp, Jr., is one of thirty physical directors in charge of athletics at the various camps. Mr. Camp is at Camp Hancock.



This is the only time the old mess kit is unpopular. Still the work has to be done and if one sets his mind on the next meal even washing dishes can be borne.

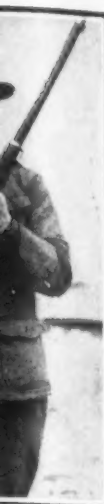


Of course there's always something doing in the army, but a black boy from the cotton belt who hasn't drawn his uniform of homesickness just like this Camp Pike



# Normal" Pictures of Camp Life

Photographs by JAMES H. HARE  
and EDWIN RALPH ESTEP  
—Staff War Photographers



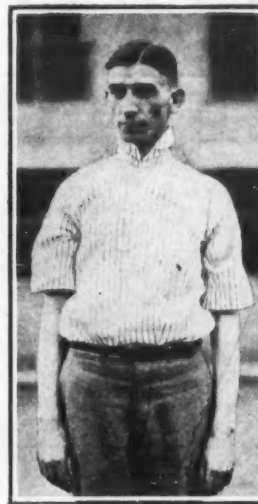
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After two months of camp life he can touch the ground without bending his knees (which he always wanted to do), and understands all the mysteries of the peep notch, the windage screw and the wind gauge graduation.



When this young man entered the army he showed little enthusiasm in his facial expression if this picture is a correct record, but note the snappy appearance of the man in uniform a few weeks later.



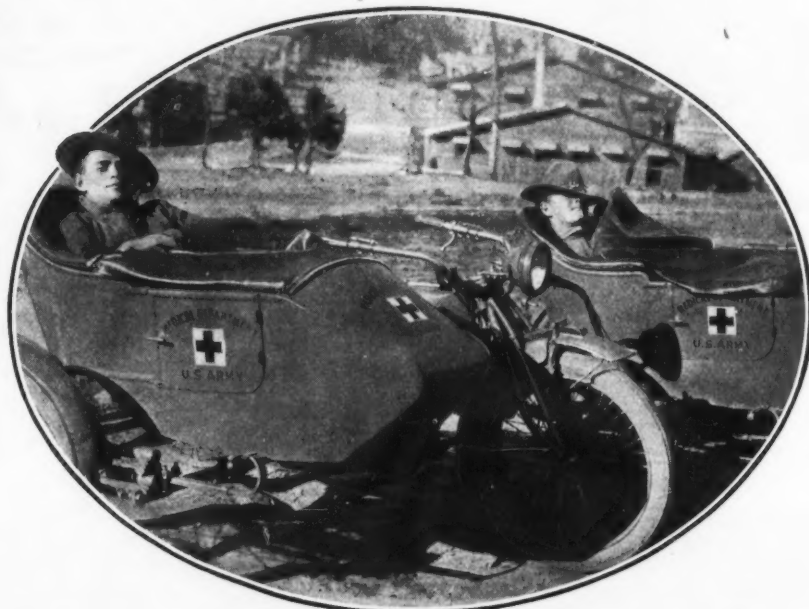
This man liked to get down to the root of things. He knew to the last bite just how many proteids he ate for breakfast. Now he is so busy eating them he hasn't time to count the little things—and he works so hard he can't even grow stout on a dozen carbohydrates.



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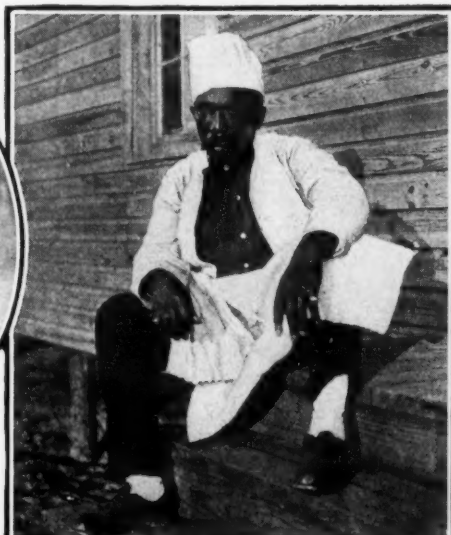
A Picture Post-Card Home: "Dear Doll—We all now are learning plain and fancy box-fighting from the professors shown in the picture. They come from New Orleans and are Frank Russell, Eddie Coulon, K. O. Brown, Kid Gage, Young Galliano, Young Dennie and Red Wilson.—Yours with a wallop, Sammie."



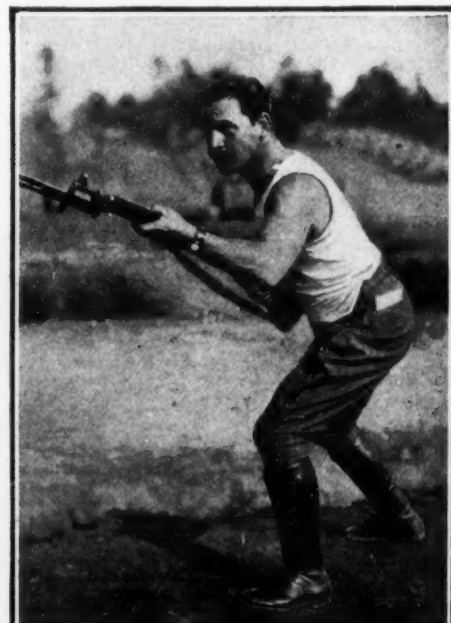
Riding a motor cycle in a headquarters troop is a hard and thankless job—but it has its advantages. For instance these boys of the Medical Department are taking it easy on the job and getting away with it.



something doing in the army, but once in a long while on belt who hasn't drawn his uniform yet gets a touch desickness just like this Camp Pike recruit.



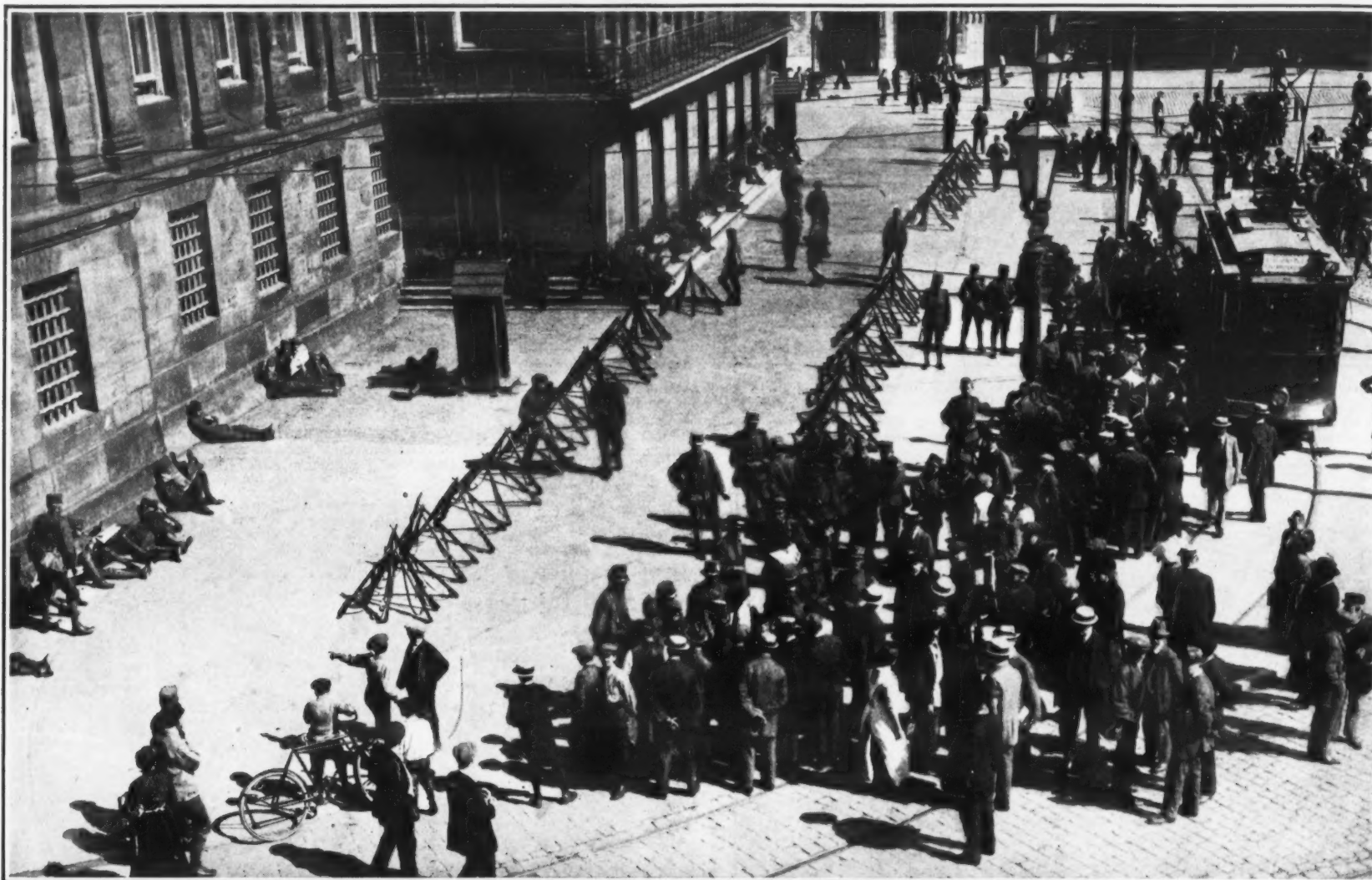
Down at Camp Jackson the chefs "am chefs," as this officers' cook expressed the condition of the boss of the kitchen.



Captain C. Livingston Waterbury, brother of the famous polo players Monty and Larry Waterbury, is one of four bayonet instructors at Camp Wadsworth. Says Mr. Hare: "He is one of the most enthusiastic soldiers I have come across, full of ginger and inspiration for his men, who are non-commissioned officers in training for bayonet instructors."

# In Holland and Austria

Exclusive photographs, copyright Moussault, Amsterdam.



When the soldiers in Amsterdam, Holland, sided with the people and refused to fire on the crowds in the recent street riots brought on by the food scarcity and high cost of living, troops from other cities were ordered to Amsterdam to guard the palace of Queen Wilhelmina. The picture above shows a crowd gathering in a square which is guarded by troops. Holland, Norway, Denmark and Sweden look forward to a most unhappy winter, and fear that they will be driven into the war on one side or the other before the winter is past. For shortages in coal and food are already causing wide suffering and the embargo will make this more acute.



Emperor Charles of Austria-Hungary is seen at the left receiving a delegation at Czernowitz. This is the latest picture of the emperor to reach America. During the recent drive into Italy the emperor

spent many days at the front. In the United States Congress passed a resolution declaring war against the dual monarchy. It is possible that this declaration may be the shortest road to peace.

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# "Made in Germany" Warfare

Exclusive pictures for LESLIE'S WEEKLY taken on the German side of the Western Front in Northern France

Copyright Moussault, Amsterdam



The tremendous concentration of artillery fire on the Western Front caused a break in trench warfare in the summer of 1917, when for the first time the Germans left the trenches and fought from "pillboxes." Pillbox is the name that was given first to the shell holes made in the fighting zones and later to cement boxes housing machine guns and small crews. Fighting in pillboxes is fraught with considerably more peril than fighting from trenches. Men are frequently compelled to stay in the shell holes or cement posts for days, until they can retreat with safety under cover of night. Frequently the light of star shells discloses them to the enemy, and they pay the penalty. On the left of the picture above is seen a dead German who perished in an attempt to regain the front-line German trench.

German flame-throwers on the Western Front in action. Liquid fire was for a short time one of the deadliest weapons of the enemy and has always been spectacular.

When the wind is in the right quarter liquid flame carries destruction in its wake. If the breeze suddenly veers, the deadly spray is turned back on those employing it. The call for volunteer flame-throwers is about as welcome as the Kaiser's army would be in London, for the flame thrower is a marked man and seldom survives the rifle fire centered on him.



# Letters From the Front

With the American Field Service

EDITOR'S NOTE—LESLIE's from now on will give regularly to its readers letters from the front and in so far as is possible will cover the various fields of operation. These letters tell the story of an ambulance driver's life.

**GILBERT DEMOREST** is a Princeton boy who went to France last spring with the American Field Service. These experiences, as he has written them in personal letters to his family and friends, are doubtless those of many boys like him who have gone from our colleges to enter the world-war. He sailed on the *Rochambeau* early in the summer, arriving without adventure in France, and wrote:

"We were wakened at four (in Paris)—had coffee—took our luggage down to the lower gate and fell in for roll call. We were then taken in camions or big trucks to the Gare d'Est, where we boarded a train for here, where we are to receive instruction in motor car driving and military drill—merely for the sake of discipline. I can not give the name of the place, but you may know where it is when I say that it is the highest mark of the German invasion. We are about twenty-five miles from the present front, and the guns—the big ones especially—can be heard at times. We rise at six; roll call, 6.30; coffee, 7.00; lunch, 11.00; supper at 6.00; roll call before our cots at 9.00, and bed with lights out at 10.00."

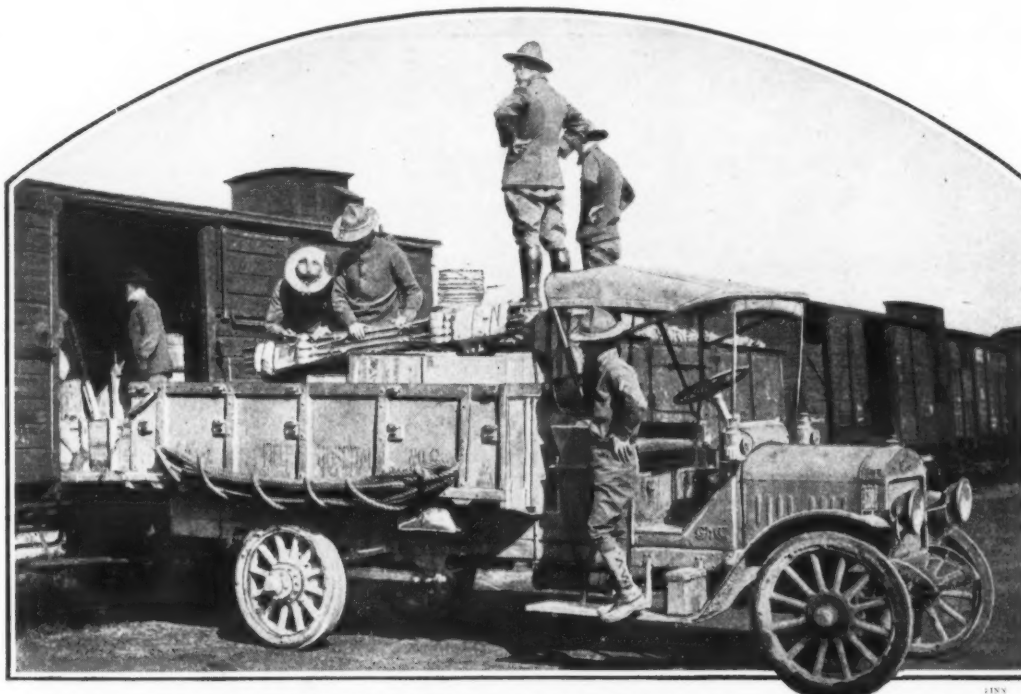
Later the men were moved, and he writes: "We are all quartered in barracks just like the ones we have seen so much of everywhere here. They gave us straw to put our blankets on and we are quite comfortable though somewhat crowded. We are just in front of the reserve trenches, and when we arrived we could see two observation balloons at the front in the sky. During the afternoon, at least twenty planes passed over our heads, very low down so that we could see them plainly. There was only an occasional sound of the guns, but in the evening we could see the star shells plainly at the front."

But in his next letter he has left the pleasant period of his work, and has seen something of the real war.

"I am now on *repos*," he writes in an undated and unlocated letter, "after my first session of service and have spent two nights resting up—each night there has been an air raid. The first night twelve or so Boche planes came over and stayed for several hours. Not being used to the noise of the 75's and the mitrailleuses, kept us awake a lot, but I managed to fall asleep before they left. Last night we saw an air-fight with two planes brought down, one all on fire—a rather terrible and a rather pretty sight."

Their work, he explains, is to go to the dressing stations, the most dangerous of which is about a half mile from the German trenches, and load their automobiles with the wounded that the *brancardiers* bring on stretchers.

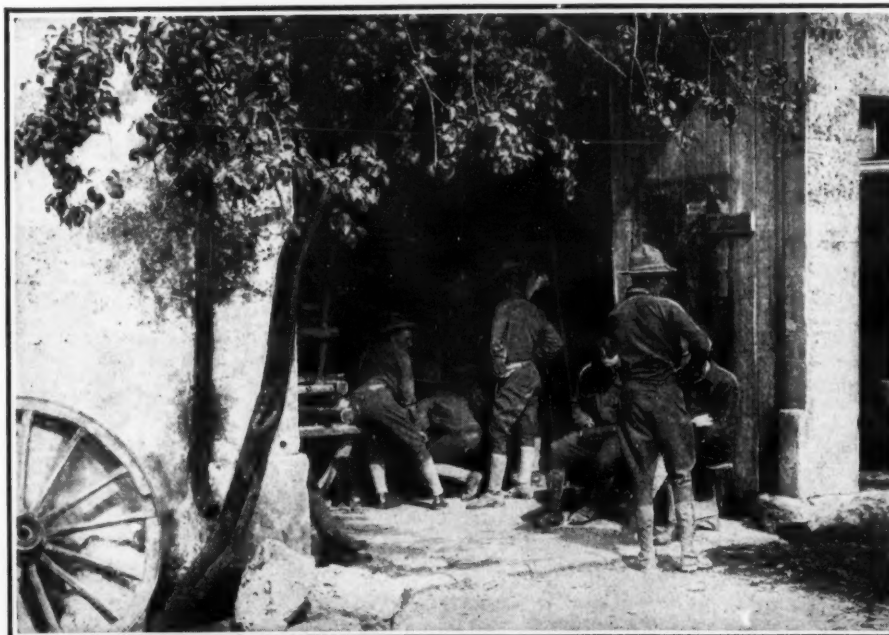
"My car, being in good condition luckily, was one of the first three to do duty. We went on duty at 8.15 p. m. and were given hot tea in the dugout by the *brancardiers*—about 20 of them live in it. We were told that we would surely have work to do because of the intense fire of our own guns, which surrounded us—indicating a German attack. There was the sharp crack of a battery of 75's right behind us and the boom of the 105's and the big guns at our left. We lay down to await a call, and I hardly expected to be able to sleep in the midst of such a deafening noise, but I was awakened out of what must have been a sound sleep to go to our furthest and worst *poste* for two cases.



The load on the truck gives a faint idea of the diversity of stores in the American quartermaster's department. The British quartermaster's department has 13,000 different articles in each of its main distributing warehouses. Consider the itinerary all this stuff must follow from an American factory to the American trooper somewhere in France. Before spring the American army will handle all its transportation without outside aid.



GILBERT DEMOREST



"Billets" are an old story to European armies, but they are a new experience to the American troops. There is a maxim in the French Army to the effect that "the worst billet is better than the best bivouac." A billet may not be all there is to be desired, but at least it means a tight roof and a dry floor to sleep on. There are very few isolated farmhouses in France; all are grouped in little villages. The "one-piece construction" of these houses gives them a large billeting capacity. House, granary and stables, which in America are in a half dozen buildings, are in France under one roof, often grouped around an open court.

"We traveled about three kilometers of the darkest, muddiest, most crowded piece of road through the wood you can imagine. I thought I could drive, but I nearly ditched that car every ten feet. Troops coming and going lined the roads. We finally got into the open and knew that we were near the *poste*. I did not think of the shell fire till I got out of the car and started to walk to the *abri* a hundred meters up the hill. But the buzz of the shrapnel just on my left—like the whizz of a skyrocket—made me hurry a bit. I couldn't find the *abri* and wandered quite a bit beyond it, before I located its mouth—some five minutes for peace-loving me.

"We got the *blesés* on the car, one poor fellow groaning away even before we loaded him and all the time afterward. We got three there, and were sent over to the *poste* for two more, and then beat it for the field hospital just as it was coming day."

Demorest's letter dated July 30th brings him close to the fight:

"Before I tell you all that has happened in the last ten days let me mention first that we have been relieved here and are going on *repos* after our army for several weeks, three or four. Our work here in this sector is done.

"In the last ten days we have had two men killed and one slightly wounded. Three cars have been totally wrecked by shells. One of the most intense artillery duels of the war has been fought over our heads and naturally we suffered like the rest, as our *postes* were so near the lines that we were advised to wear the red cross on our arms for fear of the Germans breaking through.

"Day before yesterday at about 4 a. m. I was on duty at a *poste* and got a call to our hardest *poste de secours*. I had made one trip there already earlier in the night and now left for my second. When we got near it we ran into gas and had to put on our masks, making it quite difficult to see, and there ahead of us was one of our cars shattered by shell, and Hamilton (from Clinton, Mass.) lying beside it terribly mangled. Petton and I picked him up and carried him to an *abri*, where we found a doctor; but the poor fellow was already

long past all aid. Nobody knew where the other driver was and nobody seemed to care very much. We went down to where his ambulance was and shouted—and to our surprise a *blesé* inside the shattered machine answered. After some persuasion, as shells were falling near, we got two *brancardiers* to help us drag the *blesé* out and carry him to an *abri*. And then we discovered that the other driver, Jim Gailey of my class at Princeton, had been wounded and had been carried to the *poste*, where another shell had landed and killed him along with three *brancardiers*. We finally got our ambulance filled with the worst of the wounded, including the one that had been in the demolished car. Then our motor would not start—pleasant when the shelling is still going on. We got a couple of men to push it down the hill, and it started the motor, and we got our *blesés* back to the field ambulance without accident."

Considering that the service had carried 1,600 wounded in a week over most difficult country, it is natural that Demorest should remark in a letter dated August 17 that "after the first few days, life under constant shelling ceases to be romantic and begins to be trying. It doesn't seem to amuse the French after three years of it. . . . The night work," he con-

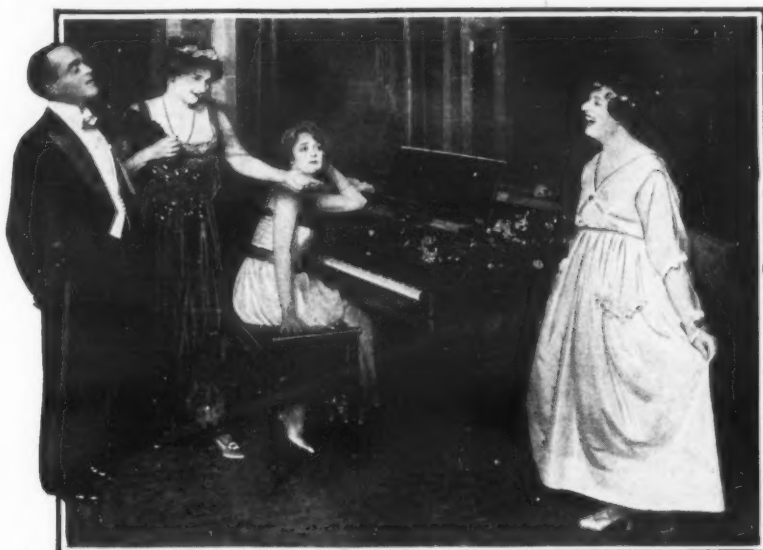
(Continued on page 871)



# The Magic of a Dress Suit



John Paul Bart, squatting in a little tailor shop, pauses at his work to dream of fame. He is confident that the time will come when he will direct something more exalted than a gas iron. And the tailor's pretty daughter believes so, too.



Borrowing some evening clothes which Fate delivers into his hands, he daringly invades the coming-out party of a Fifth Avenue debutante. He carries the thing off amazingly. Here we see him making the young heiress (at the piano) jealous of another girl.



Bluffing it through with the hostess. "And do you live in our neighborhood, Mr. Bart?" "Singular thing about that: I quitted my old lodgings this very afternoon. They had become impossible. I shall try hotel life for a while."



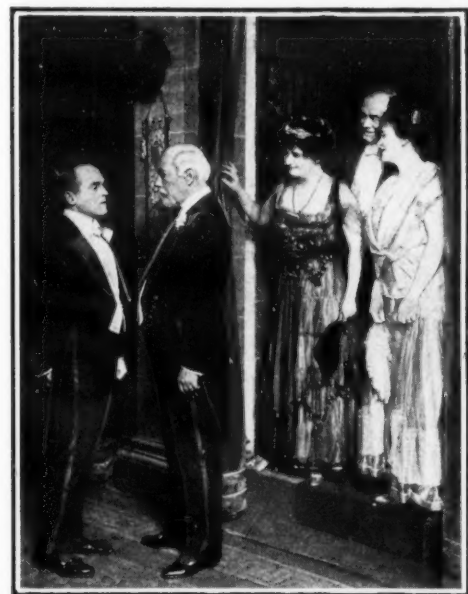
The fine art of kidding. Bart encounters a grass widow and proceeds to make hay. "Ah, just like that! Don't move! You make the picture perfect! A Wattgau!" "You flatterer!"



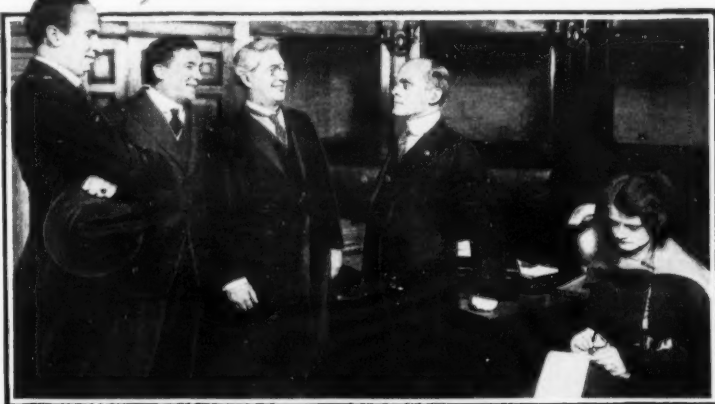
A tête-à-tête with the heiress. "Do you make a specialty of pretty speeches?" she asks. "I only wish I did, for then I might find one that would fit you." "You don't waste any time, do you!" "I've no time to waste."



He runs foul of a fellow-assistant from the tailor shop, now acting as extra flunkey. "I'm a guest of the Stanlaws." "And you told them you was a tailor's hand?" "I saw no reason for insisting on non-essentials."



Bart maneuvers into acquaintance with Nathan, a great financier, and has the temerity to suggest a radical publicity campaign for the latter's company. The financier is so impressed that he accepts Bart's invitation to dine that night and talk matters over.



Become publicity manager of Nathan's concern, he proves himself a diplomat of the first order by staving off a general strike. The labor delegates who arrived in an antagonistic mood are won over by his new bonus plan. "Remember, boys, we're partners. The more you earn, the more you get."



But fickle Fortune suddenly turns on him. Someone with a grudge of jealousy reveals Bart's secret to ruin him. The public learns to its amazement that the business genius and social light is an ex-trousers presser; and Bart, fallen from glory, returns sadly to the tailor shop.



But not to obscurity. Fifth Avenue may be shocked and resentful, but Big Business needs him and comes to take him back. And the tailor's daughter proves a perfect antidote for heiresses.

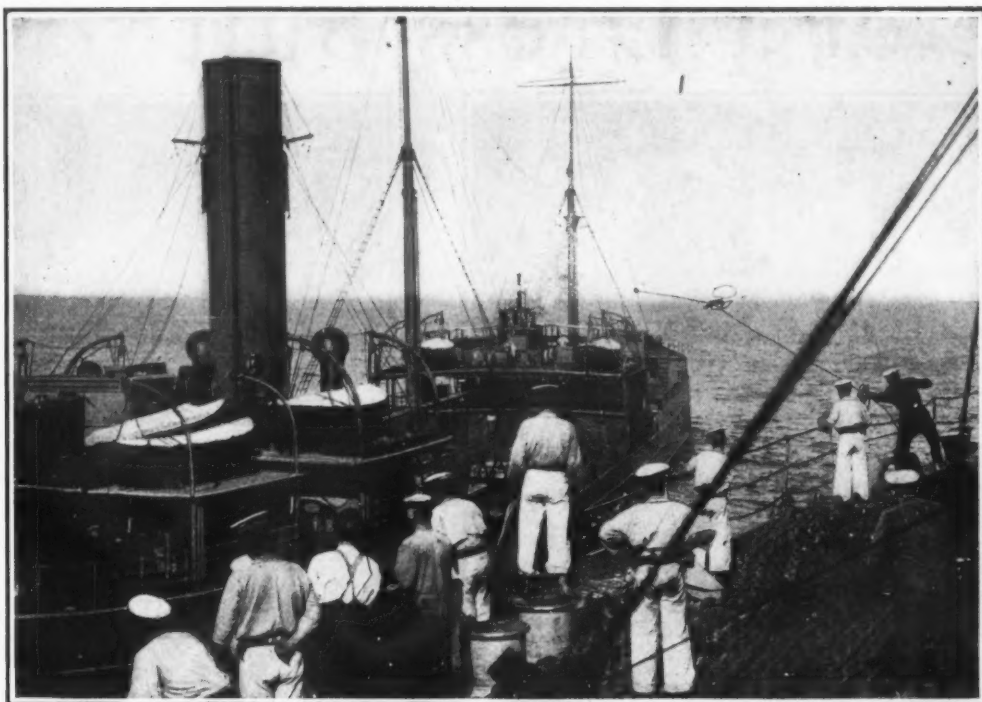
*Every clod feels a stir of might,  
An instinct within it that reaches and towers.*

**J**OHN Paul Bart, hero of "A Tailor-Made Man," the clever comedy now running at the Cohan & Harris Theater, New York, is by no means a clod, but he holds the very humble job of trousers-presser in a small tailor shop. Like the clod, however, he is strangely aspiring. He intends to do big things if he ever gets the chance.

One evening this opportunity comes, when a complete set of evening regalia is entrusted to him for pressing by somebody's valet. Bart seizes the chance and the dress suit, decks his ambitious bosom in a snowy boiled shirt, embarks on daring adventures in the Beau Monde, wins the interest of a big financier, and is soon on the way to being both a captain of industry and a catch for heiresses.

Then someone whom he has befriended but who is jealous of him lets out the secret of his tailor-shop origin—and everything crashes. The Society people who lionized him are enraged at having been duped. The newspapers print a full account of the disclosure. His promising business career seems ruined.

But in the end, when he has had to face the music before all, Destiny rewards his wit and pluck by giving him the success he deserves and also the girl who has believed in him from the first.

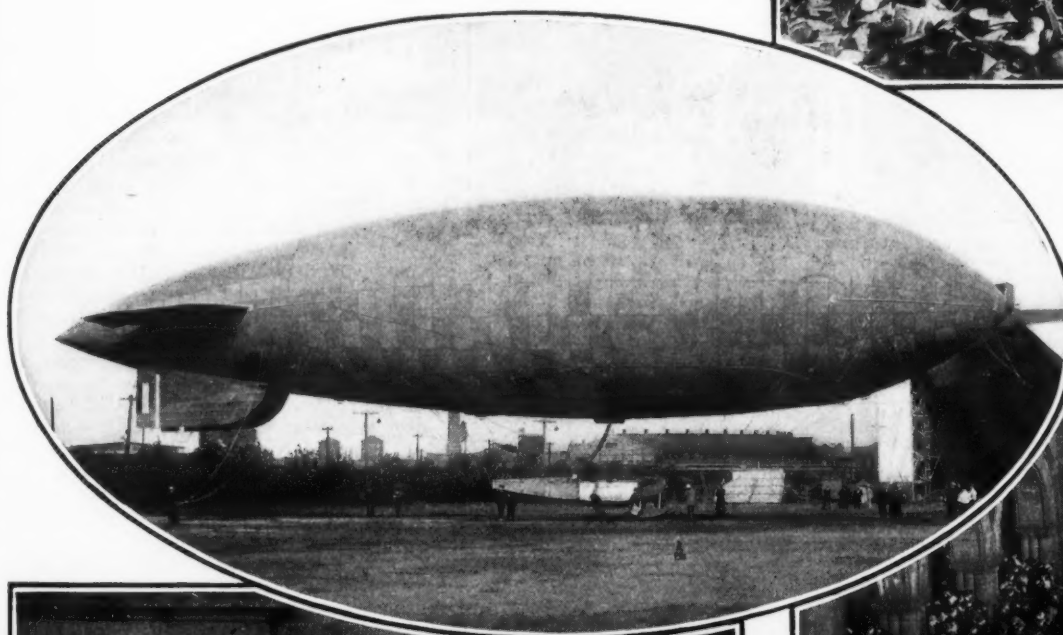


The war has created a condition which demands the transfer of many orders from ship to ship on the high seas. The picture above shows the method used to do this by nearly all except the very largest vessels. The orders are tied to a line which is heaved from one vessel to the other. Of course this can only be done in the very best weather, as it would result in the loss of at least one ship if tried when the sea is rough.

## Sidelights of the World's News



Mrs. N. S. Stern of San Francisco threw an old pair of shoes into a pile with 15,000 other pairs for the relief of Belgian war sufferers. Later she remembered that she had hidden a small box containing \$10,000 worth of rings and necklaces in the toe of one of the shoes. Many of the most prominent men of the city joined in the search to recover the box. In the end the search proved successful.



Your Uncle Samuel has his "blimps" too. They are not yet as numerous as those along the British coast but a few months has seen a vast increase in their production. Above is one just coming home to its hangar after a trial trip for inspection by army officers. Built under the direction of a famous French aeronautical expert and piloted by a famous flyer this air dreadnought more than came up to specifications. The blimp girls played no small part in the building of the "blimp", as they worked in assembling the great bag.



When the Northwest Loyalty parade was held in St. Paul late in November the line extended for five and a half miles through the city's streets. A Red Cross flag carried by Red Cross workers by the four corners contained nearly \$100 at the end of the day. Representatives of 60 counties were in the line of march.

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# Letters from the Front

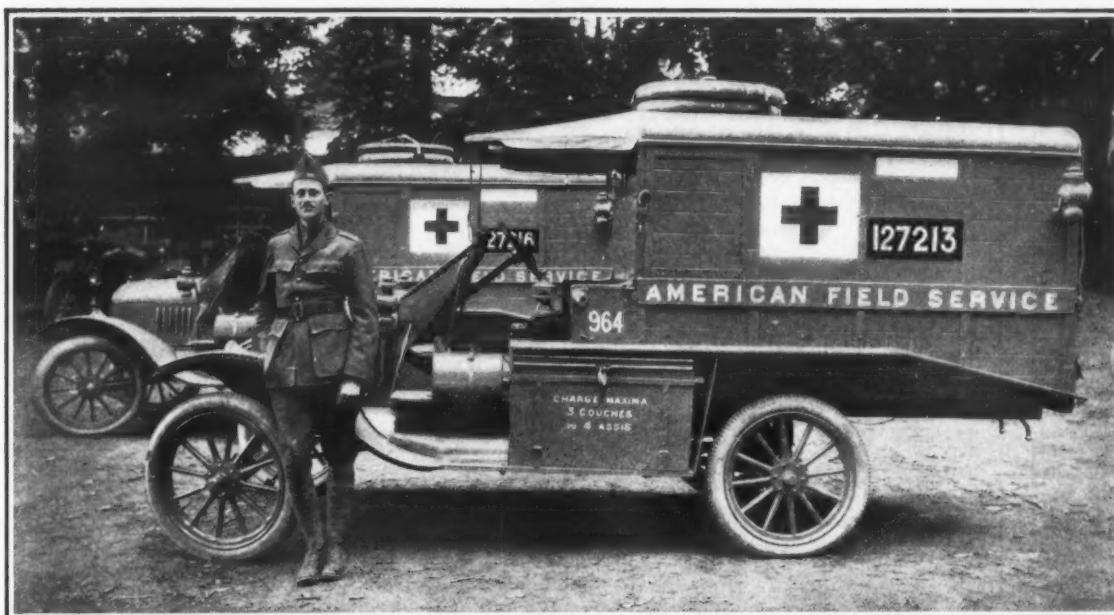
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tinues, "is really one long nightmare. On our last *postes* we used to get so near the lines that the star shells used to give light to the troops, dropping afire all around our car."

The next letters are again back of the lines, and reveal more of the life that rests the men for their real work—letters of a very different tone from the former:

"Today I cleaned up and worked over my car in the morning, and in the afternoon Steve and I went blackberrying. We got half a pailful, bought a half liter of cream, sugar, butter, cheese—and had some feed. The blackberries were simply delicious with nice thick cream and sugar."

On August 23rd orders came to move to the front for the second time, probably for two or three weeks' service. His last day behind the lines he says he "went down to a little brook about a foot wide and two inches deep and had a sponge bath. It is the best we can find about here. Cold—just like the drip-pan of an ice-box. But I got clean and it did feel good. Now I am airing my blankets for the last time and shall be prepared to leave tomorrow morning."



Mr. Demarest is seen here with his ambulance. This picture was taken immediately before he went to the front for the first time.

A week later he wrote:

"We are now once more at the front on duty. We are quartered in dugouts along the edge of a great river—only fifty yards from my *abri* door. Steve Haladay—of whom I have grown very fond—and I got an *abri* together, and have been all yesterday

and today fixing it up, patching up the roof, pushing a window or airhole through the side, digging a trench for the drain when it rains, propping up the walls where they look weak and are likely to fall in. You see, this time we have just this one base for all the sections, and we shall probably stay in this hut all the time that we are not serving the *postes*. When we are at the *postes* we serve them for 48 hours on end—back and forth to the field ambulance as often as is necessary. After 48 hours we get a 48-hour rest here unless work becomes very, very heavy. I have not as yet been at the *postes* but they say that the roads are very fair most of the way and that only one

of the *postes* is very near the lines, but that one you can only go to at night, and last night the boys had to beat it for a 'sap' to escape from a Boche machine gunfire. I'd rather have all the machine guns in the world, though, than a few big shells and bombs. But the fact that the roads are good helps more than anything else, for it is when you get stuck for an hour or two on a bad stretch that you run the greatest risk of getting hit."

## Three Big "Whys"

(Continued from page 863)

these is the big imaginative offensive that will change the whole aspect of the present deadlock. To supply such an offensive will be this country's task.

Brains and the will to victory will have to be our big contribution to the Allied cause. Ships, aircraft, of course, we must give, but they will be little unless a new spirit is introduced into the fight against Germany.

Napoleon said that with an army morale was three times as important as material. In these days that principle extends back to the nations behind the army. Only a people whose morale is undiminished can impart aggressiveness.

England and France have been kept continually on the defensive since the war began. Their offensives have been of the defensive-offensive sort, in which little was risked and not much could be lost if they went wrong. The resulting mental state is not one from which an aggressive war policy springs. You may read in the words of the English Premier, Lloyd George, and of the English Minister of Munitions, Winston Churchill, the boldest spirit in Great Britain, "America will win the war," the story of the Allies' mental state. The burden is instinctively shifted to the latest comer, who has not merely the long pocket-book but the undaunted soul. Some day this country will have to name the naval policy that will end the present one, which by risking nothing really risks the whole war. And equally it will have to dictate military strategy, if a bolder policy succeeds the safe, unimaginative war of attrition.

We have been in the habit of thinking of mental contributions as lying largely in the field of mechanical inventions. "What do the Allies want of this country?" Lord Northcliffe was asked the other day. Instantly the answer came, "Inventions." Not ships, you will observe, nor food, although you have doubtless heard much of these as the two great essentials, nor men, nor guns, nor airplanes. "Inventions," Lord Northcliffe went on, "are your specialty. The war is being fought with your inventions, with your submarines, your airplanes, your rapid-fire guns, your steel-clad warships. One invention may turn the tide against the Germans on land or on sea. And you may produce that invention more quickly and ship it abroad more readily than you can any other kind of material assistance."

The British Commissioner, it will be observed, was thinking chiefly of mechanical inventions. And the idea of winning the war in a day by a bolt from the blue, by the contrivance of some device that will utterly

upset the military calculations of the Germans, is so fascinating to the imagination that I shall not pass it by without an illustration of its possibilities. It is in this direction that we have done most to mobilize the brains of America in the aid of the Allies, with boards of inventors, directing their own attention and scrutinizing the efforts of others toward solving the problems of the war, especially toward solving those presented by the hostile submarines.

It is not more machinery of war that is needed so much as the genius to use to its fullest capacity the wonderful machinery now in existence. It is not a new problem. Ever since the age of great inventions, machinery has outrun the capacity of man to use it.

What is needed from America, let us make the demand as boldly as possible, is a genius for the offensive. Until a Napoleon or his modern equivalent is discovered we shall continue to talk of the defensive in modern war being many times as strong as the offensive. And the Allies will continue to leave exposed situations like Germany's line on the sea, and the neck of the German bottle unassailed for lack of confidence.

What the navies of the Allies may do, under pressure from this country for a plan more fruitful than that now being pursued, is fairly clear. A few months ago there was a strong sentiment in our navy favoring the closing of the north end of the North Sea to submarines. At that time the English Channel was already practically barred to them. The plan was to string nets and mines and concentrate patrol boats and aircraft across the water between Scotland and Norway. Every bureau chief in the Navy Department liked the idea and some of them ardently favored it. At that time the British mission was here. The plan was urged upon its members. Vice Admiral De Chair, who represented the British navy here, favored it. Mr. Balfour, the head of the British mission, promised to take it up with the British Admiralty on his return. Nothing happened. The British Admiralty has its hands too full to take up a project of this magnitude and difficulty.

In one form or other, that plan of bottling up the Germans is still before the Allied powers, though now the best sentiment appears to favor stringing nets and mines across the narrower passage between Denmark and Norway, after first cleaning out the U-boat nests on the Belgian coast. This plan involves questions of neutrality, but on the side of Denmark the waters are so shallow out to the three-mile limit that the passage of U-boats through them is unlikely. And

on the other side, if the U-boats should violate Norway's neutrality, the Allies would have an excuse for watching and trying to prevent them.

Cleaning out the submarine nests in Belgium is related to the problem with regard to striking at the coast in the rear of the German west front line. Caution is responsible for the failure to act. With the failure of the Dardanelles campaign all the spirit went out of Britain's efforts on the sea. The determination was reached to take no chances. The result was the Jutland action, in which Admiral Jellicoe resisted the temptation to strike at the German navy and probably destroy it.

Something may be said of the risks involved in attacking German shore batteries with present naval means. But the trouble is that unless a bolder policy prevails than the present naval one of playing it safe, adequate means for attacking shore batteries will not be developed. A modern offensive will not come until there is a will to create one. You read constantly of monitors, British and Italian, engaging shore batteries on the Italian front. What does this mean? Would not similar monitors, or some development of them, be able to close in with the German shore batteries on the Belgian coast? Naval experts say that it is possible to build ships that can fight with guns ashore. No such ships have been built, because Britain has had her hands full meeting the immediate depredations of the U-boats.

The lesson of the Dardanelles attack was that ships alone could not permanently clean out coast batteries. There must be prompt military cooperation. Perhaps this means that the development of the airplane into a vehicle capable of carrying a number of men will be a requisite to success. Why has this type of aircraft not been developed? The Allies had not the reserve powers. The immediate pressing necessity of keeping control of the air on the western front engaged all their efforts. All this country's aircraft building capacity is directed toward the same end, and the big possibilities of air warfare are for the present being neglected.

This war will be won by the power that destroys the other's communications. This has been recognized from the first. Britain struck at Germany's communications by her blockade. Germany replied with an attack on England's communications by means of the unrestricted submarine warfare. We strengthened the war on communications by our embargo against neutrals. The task now is to war upon specific means of communication directly behind the lines.



## Cutting Out Red Tape

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

WHEN Dewey planned the battle of Manila Bay his first step was to cut the cables that connected him with the Navy Department in Washington. The big rôle played by the United States torpedo flotilla against the German submarines is largely due to the fact that Admiral Sims is a fearless, executive who does not hesitate to pit his judgment against departmental traditions. In transferring troops and supplies across the Atlantic a vigorous enemy of red tape has been called to a position that demands initiative and quick thinking. Rear-Admiral Frederick R. Harris, successor to General Goethals and Rear-Admiral Capps as general manager of the Emergency Fleet Corporation, is a man who gets results because he is a fighter who doesn't know the meaning of defeat. He possesses a genius for surmounting obstacles, and a wholesome contempt for tradition when a big job has to be completed in a hurry. This is why Chairman Hurley requested his appointment and why the Navy expects to see the chips fly this winter. Goethals's work was made worthless by the opposition of Denman, and Capps was hobbled by the fetish of routine. Harris will be handicapped neither by friction nor by red tape. It is his job to turn out ships at record speed, and that is just what this fighting rear admiral will do.

### Pay for German Prisoners

GERMAN invaders of Belgium developed the practice of shooting helpless civilians suspected of sniping and then investigating their guilt. This system, in a milder form, is utilized by American critics of the United States Government who condemn various matters of routine about which they are ignorant. Thus, recently, there was a cry directed against the War Department because German officers imprisoned in this country receive the pay of their corresponding rank in the United States army and navy. Indignant Americans considered it an outrage that American money should line the pockets of the Boches. Those less positive took the view that, since the United States army pay is much higher than the remuneration in the German army, it was ridiculously unfair to pay a captured Teuton more money than he had received from his own government. These excited Americans overlooked the contract signed by the United States and Germany at the Hague in 1907. The section that affects the situation under discussion reads: "Officers taken prisoners shall receive the same rate of pay as officers of corresponding rank in the country where they are detained, the amount to be ultimately refunded by their own government." The American Government keeps its pledged word to enemies as well as to friends, even if the Berlin government does not. As a matter of fact Washington is merely advancing money to German subjects, under a formal agreement to do so. This money will be collected from Berlin when Germany is forced to obey international law, respect "scraps of paper" and carry out pledges which an honorable government observes voluntarily.

### No Postal Sectional Zones

THE annual report of the Postmaster General for 1917 lays stress on the fact that "the increased rates on first-class mail and the tax on parcel post were imposed as a war tax and therefore only temporary, while the rates on second-class are permanent legislation." This theory does not, however, square with the facts. The prohibitive zone rates intended to sectionalize the circulation of the important periodicals will be given close scrutiny at the present session of

Congress. Representatives and Senators who paid little attention to the original discussion have now had opportunity to weigh the opinions of their constituents who will be the victims of legislation that penalizes residence in sections far removed from publishing centers. The innate love of fair play of the American people always has brought about the repeal of legislative measures that were obviously unjust. It requires only a casual knowledge of the publishing industry to appreciate the injustice of a tax scheme that discriminates against magazine readers who happen to live in States remote from the communities in which the most widely read publications are produced. Fortunately, the second-class rate scheduled to go into effect next summer is not yet "permanent legislation."

### Hoover "Finds the Plate"

HERBERT HOOVER has been for some months in the position of a baseball pitcher who is called into a world series game without opportunity to "warm up." Impatient victims of the high cost of living have complained about lack of control in the fight for food control. Now, however, a carefully worked out campaign is beginning to show results. The sky-rocket upward rush of prices has been checked, even though there is no noticeable reduction in the cost of living. This situation is significant in view of the fact that the products of the United States must now feed 150,000,000 Europeans in addition to America's 100,000,000 and that the new wheat and corn crops are only beginning to reach the market. The tremendous increase in the number of consumers of American products is being offset by the elimination of waste, and by the reduction of costs and profits through intelligent business cooperation. The full effects of the work of the Food Administration can not be reflected in the cost of many products before next year's crops are harvested, but reforms have progressed sufficiently to prove that food control has ceased to be a theory. Herbert Hoover has begun to "find the plate."

### The U-Boats' Land Ally

STORIES of submarine depredations tend to concentrate attention on ocean traffic, which is merely the biggest part of our transportation problem. The ship shortage is but slightly more embarrassing than the railway equipment famine. The War Department is shifting its railway experts to various division points with instructions to divert cars, re-route trains and in every way offset the inability of railroads to supply the equipment required. The fact is that there are not enough cars available for the increasing traffic and those in service are being hurried to the scrap-heap by continuous day and night travel. As an offset the Railroad War Board has under consideration a proposition to build 100,000 freight cars and sell them to the railroads on twenty years' time at 4 per cent. interest. In a word, the Government is forced to discuss remedies for an equipment shortage due to obstinate and repeated refusals of the Interstate Commerce Commission to grant urgent appeals for rate increases essential to the purchase of new rolling stock. The extraordinary demands for additional car space since the United States entered the war and the rapid deterioration of existing equipment has hit the railroads almost as hard as the U-boats have struck at shipping. It is entirely within the range of probabilities that the Government will have to organize a Railroad Equipment Corporation and make it an active rival of the Emergency Fleet Corporation.



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Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



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That is what brake lining construction calls for. Whether hub-deep in mud, body-deep in water, or axle-deep in alkali dust, the action must be positive and instantaneous.

## The "How" and the "Why" of Brakes and Braking

IN the old bicycle days, the man whose machine was equipped with a hand brake was looked upon as rather an effeminate rider. Back-pedaling was relied upon to bring the wheels to a stop, and in the case of an especially steep hill, the toe of the rider could be inserted between the front tire and frame with the same effective wear on the rubber as the use of the "spoon" friction brakes then in use. The advent of the coaster brake changed this, however, and now we find the lightest bicycle controlled on hills and brought to a stop in traffic with automobile efficiency.

Fortunately, a different attitude has marked automobile driving since the inception of this system of locomotion. The motorist who does not keep his brakes in first-class condition and who does not attach prime importance to their efficiency of operation is considered either of a suicidal or homicidal disposition—or as a fool. Defective spark-plugs, leaky valves, extravagant carburetors and other features of a poorly kept car can affect only the peace of mind of the driver and the personal enjoyment and utility which he can obtain from his vehicle. Defective brakes, on the other hand, are a menace, not only to the lives of the driver and his passengers, but to every other road user in the vicinity as well. It is not too radical a prediction to state that in a few years municipal, if not State, authorities, will require frequent and rigid brake tests which must meet certain requirements before any car will be licensed to use the city streets and country highways.

The car manufacturer is responsible originally for the construction and the proper design of brake mechanism, the selection of a suitable quality of brake lining, and the correct adjustment of the operating pedals and connections. But even though he has met these conditions as far as he is able, the severe service to which the brakes on the average car are subjected makes constant attention necessary, and it is distinctly the duty of every car owner to see that his brakes are kept in proper condition to meet certain rigid tests, and that the proper quality of brake lining, correctly applied, is selected when the first set has seen its day.

Naturally, it is friction which is employed in bringing to a stop the heavy

mass of metal constituting a car. Were this friction applied to the rim of the wheel as is the case with horse-drawn vehicles, the expensive rubber tires would soon be worn to shreds, and it is consequently necessary to provide a surface especially designed to resist the wear of the tremendous pressures required to generate the desired friction.

Cast-iron is found to be the substance best suited to this purpose, and, therefore, a cast-iron shell or drum, known as a brake drum, is bolted to the inside of each rear wheel. Inasmuch as this constitutes a rigid part of the wheel, any attempt to prevent its revolution will have the same effect on the wheel, and, therefore, on the entire car. The most effective way in which the friction may be applied to this brake drum would be to wrap a heavy piece of canvas, high in friction-generating qualities, tightly around the outside of the drum. This would bring the friction in contact with the entire surface and would give a maximum area of braking effect. This, virtually is what takes place with the usual type of band brake found on the majority of cars. The brake lining, composed of a heavy, specially prepared strip of tightly woven, asbestos-impregnated wire or canvas fabric, is riveted to a flexible iron strap which surrounds the brake band and is pressed closely together on all sides when the brake pedal operating the connecting linkage is depressed. The effective braking surface will be doubled if the inside of the brake drum may also be used as a friction-generating surface. In the average car this is accomplished by placing two curved, cast-iron pieces—generally fabricated—close to the inside of the brake drum, and so connecting the open end of these by means of a cam action operated by the hand or emergency brake lever, that they are forced apart or expanded until their entire surface comes in contact with the interior circumference of the brake drum.

Naturally the brakes are subjected to severe wear, for it is only by introducing conditions of maximum pressure and friction, which make for wear, that the speed of a moving mass may be effectively retarded. In fact, we learn from our physics that as much heat or energy is required to bring a mass in motion, to

(Continued on page 874)

## Weed Tire Chains for a Safe and Merry Christmas

to your friend who has given you so many delightful auto rides



### Another Suitable Gift

would be a Weed Chain-Jack which operates with a chain while you stand erect clear from greasy springs, tire carriers and other projections—"A real jack that does its work without forcing you to get down on your hands and knees in the snow, mud or dust."



## How Many Friends on Your Christmas Gift-List Are Motorists?

GRATIS advice of special interest to non-motorists as well as those who own automobiles will be furnished by Harold W. Slauson, Leslie's Motor Editor.

He will offer suggestions as to the choice of automobile accessories as Christmas gifts; practical presents in keeping with the spirit of the times.

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Following is a list of suitable gifts for motorists. Check the ones in which you are interested, fill out the coupon and receive in return the free advice of LESLIE'S Motor Department experts as to the fitness of the gift in question and the size and type required.

Carbon Removers	Hand Warmers	Mirrors (rear view)	Shock Absorbers	Tire Pressure Gauges
Chemicals (radiator cement, etc.)	Heaters	Non-Skid Devices (chains)	Slip Covers	Tire Repair Kits
Clocks (dash board)	Horns and Warning Signals	Polishes and Body Cleaners	Spark Plugs	Theft Preventers
Fire Extinguishers	Jacks	Radiator Covers and Attachments	Spot Lights	Tow Lines and Pulleys
Gauntlets and Robes	Lenses (headlight)		Thermometers (radiator)	Vulcanizers
	Luncheon Outfits		Tires and Tubes	Wind Shield Cleaners

H. W. SLAUSON, M. E., MOTOR DEPARTMENT, LESLIE'S WEEKLY  
225 Fifth Avenue, New York City

Dear Sir:

I would like to give a suitable gift to the owner of a ..... car, model No. ....  
I have checked (V) the kind of gift in which I am interested. Please advise me of its suitability and, if necessary, tell me the kind and size adapted to this particular car, and give me the names of manufacturers who are able to furnish these as Christmas gifts.

Name .....

Address .....





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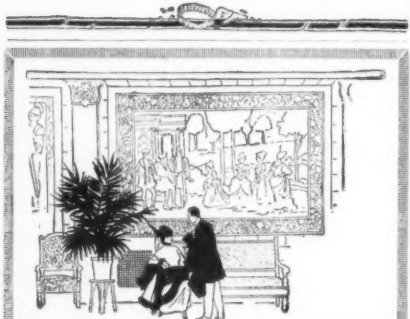
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They will be helpful to you in  
planning your Winter vacation.

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Proprietor.

## Motor Department

(Continued from page 873)

rest within a given time as was originally  
demanded to enable it to attain that  
speed. The heat resisting qualities of  
asbestos, or whatever other heat resisting  
materials may be used in brake con-  
struction, give a length of life which is  
truly marvelous when the punishment  
to which they are subjected is considered.  
However, appreciable wear is found to  
take place, and for this purpose adjust-  
ments in the operating mechanism are  
provided which will accommodate brake  
band, varying in thickness from the  
original one-quarter of an inch to those  
which have been worn well nigh "paper-  
thin." In this connection it is well to  
remember that the best grades of brake  
linings will retain their gripping qualities  
until they are worn down to at least one-  
third their original thickness.

The most dangerous and frequent  
cause of brake failure, but, fortunately,  
the most easily remedied, is that in which  
the brake pedal is not allowed sufficient  
travel to complete its work. The linings  
may have worn so that the movement  
of the pedal to the extreme limit of the  
slot cut in the floorboard does not apply  
the brakes with maximum effect, and  
when this point is reached the operator  
merely expends his energy against the  
floorboard without any further effect  
toward bringing the  
car to a stop. The  
remedy is not to  
increase the length  
of the slot, for there  
must be some limit  
to the travel of the  
pedal, but rather  
should the brake  
rods or cables be  
shortened by the  
tightening up on the  
adjusting nuts pro-  
vided for the pur-  
pose.

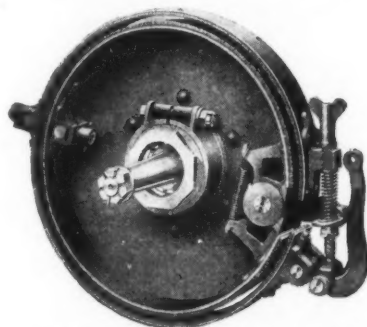
The properly  
adjusted brake will  
bring the car to rest  
on a dry pavement  
without undue effort  
on the part of the  
operator, and with  
a smooth, silent  
decrease in speed  
which gives no in-  
dication of the  
tremendous force  
employed to bring  
a mass, weighing

one or two tons, to rest in so short a  
distance. A well-distributed grip of  
the brake lining on all parts of the  
brake drum surface is necessary. This  
can be accomplished by means of the  
adjustments provided above and below  
the spring at the open end of the  
brake band. This spring is intended to  
hold all parts of the brake lining away  
from contact with the drum when the  
brakes are not in use, and by tightening  
the nuts controlling its operation the free  
ends of the band are brought closer to-  
gether, thus compensating for any wear  
within the range of the thickness of the  
brake lining. When the brake bands are  
in their "released" position, adjustment  
should be so made that an even space  
(about one sixteenth of an inch) exists  
between the lining and the brake drum  
throughout the entire circumference.  
Failure to make this adjustment properly  
will result in unequal application of the  
pressure and will cause the brakes to  
complain in no uncertain tones of the  
inefficiency of their adjustment.

Each brake should, of course, be ad-  
justed separately, but when the same  
clearance is provided the motorist may  
be reasonably certain that his two service  
brakes will be applied with the same  
amount of pressure. The majority of  
cars are provided with an equalizer which

insures, through the "whiffletree" prin-  
ciple, an application of the same amount  
of power to each band. The emergency  
brakes, operated by the hand lever are,  
as a rule, not so arranged, and if it is  
found that the internal brake of one  
wheel grips more readily than that of the  
other, the rod leading to the internal  
brake which is not doing its share of the  
work may be tightened. The majority  
of adjustments, however, will be required  
by the foot or service brake, for the reason  
that this is used far more frequently than  
is the emergency brake.

Regardless of the design and the  
materials which manufacturers may give  
us, however, the effectiveness of the  
brakes will depend largely upon the  
method employed in operating the car.  
The brakes should be spared as much as  
possible and the driver should remember  
that an engine running at slow speed  
represents an effective but non-wearing  
load on the wheels. Therefore, if the  
driver has found by experience that his  
car will travel at five miles an hour in  
high gear when the throttle is closed, he  
may know that the engine will serve as a  
brake at all speeds above that amount  
whenever his foot is lifted from the  
accelerator. The brake, therefore, may  
be more safely applied without releasing



### THIS IS WHAT YOUR LIFE MAY DEPEND-UPON

Here are shown the external service  
brake and the internal emergency  
brake bands. The brake drum fitted  
to the wheel fills the space between  
these two linings. Adjustments  
are provided for several kinds  
of wear and there is no reason  
why the brakes on a car which  
has traveled 100,000 miles should  
not be kept as effective as those  
on a new car.

the clutch at speeds  
in excess of five  
miles an hour. The  
expert driver will  
anticipate the nec-  
essity for a stop or  
a slow down in time  
to enable his engine  
to bring the car to  
the desired speed  
without the severe  
use of his brakes.  
Such a driver will  
find that his tire  
expense is greatly  
reduced and that  
his whole car will  
be kept in a much  
better condition  
than that of the  
man who drives with  
his brake instead of  
his throttle. When  
exceedingly steep  
hills are to be en-  
countered, the trans-  
mission should be  
shifted either to  
second or low gear  
in order to obtain the increased  
braking effect of the engine. If second  
speed gives double the gear reduction of  
that used on high, the braking effect will  
be increased twofold.

One of the first things for the amateur  
driver to learn is that, unfortunate as it  
may be, the brakes are less effective  
when they are most needed. When de-  
scending steep hills the weight of the  
car is, to a large degree, taken off of the  
tires, for the force of gravity is straight  
downward. This means that the wheels  
on even a heavy car will slip more easily  
when coasting down a steep grade, and  
skidding, is, therefore, far more liable to  
take place. With the engine positively  
connected, however, and turning the  
wheels over at a slow rate of speed  
slipping, and, therefore, skidding, can-  
not take place. The other condition in  
which braking effect is reduced to a  
minimum is on slippery streets. The  
brakes may be so set that they are able  
to lock the wheels and cause them to  
slide even on the driest pavement, but the  
braking effect of sliding wheels is not  
nearly so great as that obtained before  
sliding is allowed to take place. With  
slippery pavements it must be remem-  
bered that the brakes can only be used  
effectively to the point when sliding is  
just about to occur.



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# Destruction at Stricken Halifax

Photographs from  
International Film Service



When the shock came at the instant the *Mont Blanc* blew up, thousands of persons believed the Germans were bombarding the city. Survivors report that the force of the explosion was terrible, many persons being killed by the concussion; hundreds were hurled against buildings, posts and pavement with such force that they died instantly. Practically all the northern and older part of Halifax, known as Richmond, was shattered by the terrific concussion or wiped out by the fires that started at once. The more modern part, between North Street and Pleasant Point, was shaken as by an earthquake, but the more solid buildings resisted serious damage to a large extent. The monstrous energy suddenly released by the blast swept irregularly over the country about Halifax. It did vast damage in Dartmouth, across the bay. The concussion broke windows sixty-one miles off and killed a telegrapher at his desk four miles from the bay. In the picture above is a demolished church.

The great loss of life was in the Richmond district. This is built up for the most part of small wooden houses on narrow streets. Most of the dwellings were exposed to the full violence of the blow. Much of this section was flattened to the ground. Women at home, children at school and men at work were caught and crushed in a twinkling when their buildings sprung down on them like traps. When those who had escaped crushing in the wreckage could recover themselves they found fire in several spots in the Richmond section. Nothing could save great tracts from being burned over. The dead will probably never be more than approximately known because of the many families of whom no trace except burned bones is left.





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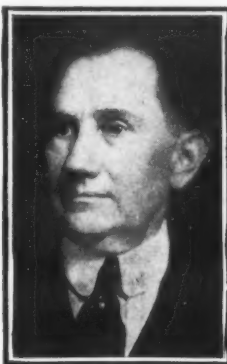
# Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.



COL. ROBERT J. LOWRY

President of the Lowry National Bank of Atlanta, Ga., and former president of the American Bankers' Association. He is the "Dean of the Georgia bankers," having been 55 years in banking.



FRANK HAWKINS

President of the Third National Bank of Atlanta, Ga. Once he was a country lad; now he heads an institution with deposits of \$15,000,000. He is a prominent financier and a progressive man.



ROBERT F. MADDOX

President of the Atlanta (Ga.) National Bank and vice-president of the American Bankers' Association. Mr. Maddox holds high rank among the able and esteemed financiers of the South.

**I**T is always darkest before dawn. I have seen many dark days in Wall Street, during my long experience. Some of my readers perhaps can go back about

forty years ago and remember the terrible depression that prevailed, especially among the railroad stocks. It was a period of bankruptcies and reorganizations. Everything seemed to be going to smash.

The prices of standard securities at that time, compared with prices at this time, would give one a shock. It was in this period that I bought Lake Shore around 50 and afterwards had the pleasure of seeing it rise to over \$200. No one seemed to think that there ever could be a better day for the stock market. The Grangers were fighting the railroads, the demagogues were just learning the tricks of firing bricks at them, the muckrakers were making targets of Gould and Vanderbilt and business was suffering from a general depression.

But the buyers of securities at low prices, at that time, who bought in the belief that this country was sound at the core, and who held their securities through evil and good report, reaped a substantial reward. Must we come upon such evil times as Russia has experienced, and as France had over a hundred years ago, during the revolutionary epoch? I sincerely hope not and I believe not. But even with the worst, we know that in a country like ours the good must ultimately prevail and sober common sense assert itself.

Evidence of this is found in the unexpected change in the attitude of the Interstate Commerce Commission and in its report that either the railroads must be given sufficient earnings to maintain their existence, or else the Government must take them over.

In this day, with millions of investors, life insurance policyholders and savings banks depositors, all interested in the prosperity of the railroads, the latter are finding defenders in greater numbers than ever before, and I sincerely believe that they will emerge from the darkness into the dawn in due season. Of course, the war with its appalling cost must be a handicap to all new enterprises and a burden to all the old ones because of the higher rates for money that must inevitably follow. The railroads must borrow millions, perhaps billions, to put themselves in the best condition to meet the needs of a great and growing country. The Government must see that these means are provided, because they are now in the nature of "the sinews of war."

Congress may stand in the way, but it will be subservient to the wishes of the President, if he only has the courage of his expressed convictions and makes as vigorous a fight for the restoration of the credit of the railroads as he did for the increase

in the wages of the Railroad Brotherhoods while the Adamson Bill was pending.

For the first time, in a long while, the stock market showed signs of increasing strength at the opening of a session of Congress. This was not due either to the President's message nor to the opening of the session, but rather to the encouragement found in the tone of the report of the Interstate Commerce Commission. No bull market may be in sight, but selling due to those who had fears of the situation and who follow the rule to sell when in doubt has shown decided abatement, and some of the sellers have made a neat turn by buying back at a profit the stocks which they sacrificed.

My good friend, Vice-President Franklin, of the Guaranty Trust Co. of New York, objects to a statement I quoted from an address of Mr. Chas. W. Mears, that some one is "warning Americans to hoard their money," and says that he is only "warning the people against spending their money for goods which do not bring them permanent benefit and urging them to invest in the safest securities in the world with the idea of benefiting themselves and helping their Government."

Mr. Franklin says, "We want to discourage the buying of non-essentials"—referring specifically to pianos, talking machines, pleasure automobiles and jewelry. But does my good friend stop to think what would become of us if every piano should be closed, every talking machine hushed, and every pleasure automobile left in the garage? The shadows of war are deep enough, Heaven knows. What would they be if we closed every theater and every place of amusement and ceased to hear the sound of music in our homes, or to take the outdoor recreation that the automobile provides and that Americans, with their sedentary mode of living, need so very much?

What this country desires to encourage is the spirit of thrift, economy, prudent saving and simple living. All this can be had without needlessly sacrificing the things that make life enjoyable, and that relieve the terrific strain under which an active people like ourselves are constantly working.

I agree with the common-sense remarks of Andrew Raeburn, President of the Wamsutta Mills, that we must meet this extraordinary situation in a spirit of optimism and a more courageous attitude in business, recognizing that this is not the end of the world. Mr. Raeburn refers to the fact that the people in England are prosperous, receiving good wages, dressing

well and spending money. Why should we not do the same?

My good friend, the eminent banker Mr. Thomas W. Lamont, is pretty nearly right when he says, "We have been regarding thrift too much as a kind of forced and artificial economy, brought about by exhortation from national leaders, deliberately resolved on and deliberately carried out by the nation," and he adds, "Thrift means rational living, not stripping life of all relaxation and of all beauty."

We have had a lot of foolish

rumors that there would be no gasoline available for motor cars, and no rubber for tires, and that the manufacture of motor cars was to be stopped, or greatly curtailed. The Assistant General Manager of the Packard Motor Co., and an automobile authority, Mr. H. H. Hill, denounces these disquieting rumors as false, or at least exaggerated beyond all description, and Mr. Hugh Chalmers, in addressing a special meeting of the National Auto Chamber of Commerce, at Detroit, said he had reason to believe that there would be no curtailment of the automobile industry.

Another authoritative statement, in a similar strain, comes from F. A. Seiberling, President of the Goodyear Tire and Rubber Company of Akron, who says that, because in England and France the use of automobiles had to be checked, it does not follow that we have parallel conditions here, for in those countries they have \$1.25 gasoline, with their man power exhausted to the last man, and we are not going to get to that point in this country. Furthermore, Mr. Seiberling says, very pertinently, that "the railroads have broken down and cannot carry our transportation. The automobile fits in for the direct purpose of the war to a greater extent than we have yet discovered."

Let us have a little sunshine all around. We have shadows enough in Wall Street to last for a long time.

K., PRENIX, R. I.: Rock Island B would be an attractive long-pull speculation if the railroads were given the relief they ask.

W., PITTSBURGH, PENN.: I never advised the purchase of David Music Pub. Co. stock. I consistently oppose all cheap-stock speculative ventures.

L., BROOKLYN, N. Y.: The stock of the American International Corporation is a reasonable risk, as it pays dividends and has a good speculative chance.

T., NORFOLK, VA.: Reasons for the considerable decline in Penn. R. R. and Balt. & Ohio stocks are found in the unfavorable reports of those companies for the first ten months of this year.

G., GROTON, N. Y.: If you dispose of your People's Gas stock, it would be safer to put the money into pfd. stock of leading industrial or railroad companies or into good real estate or farm mortgage bonds.

H., MIAMI, ARIZ.: I do not advise purchase of Ray Hercules. It sells much below par and is a cheap Curb speculation. The boom in copper stocks has died out. There was much inside selling while it lasted.

K., CHICAGO, ILL.: Many picture companies that have been selling their shares have disappointed their shareholders. I do not advise purchase of the stock of the Birth of a Race Photograph Play Corporation.

L., MONTPELIER, VT.: Pullman, like all the high-grade securities, has shared in the recent liquidation. It suffers also from the war regulation of railroad traffic. It does not look dear at present, for conditions are at the worst.

N., NEW YORK: The Favary Tire & Cushion Company has plenty of competitors, and until it is able to pay dividends the stock will be only a speculation. It is safer to purchase shares of a dividend paying company.

G., DORCHESTER, WIS.: The Securities Trust Company's proposition may eventually work out satisfactorily. It depends on the ability and integrity of the management.

But the company must be regarded as "D., ATLANTA city of Mobile, obligation of t come taxes. O H., WESTFIE the Doble-De speculation at machine, but b K., FALLS C earnings, So. P or Gt. Northern tractive now th safest plan wou L., ATLANTIC be any chance Motor shares. been sentenced of floating fra assets. D., TOLEDO, advice not to b recovering you company have nection with a pointed for the J., MONTPEL of the prospero 12% on par (\$ selling at about but there are holders recentl from \$3,000,000 H., R., CHAM zona Gas & El 30th, 1917, we first mortgage gives a yield of in denomination pany pays the M., OLYPHAN of all new enter out. If you b proves successf most unlikely, pany fails, you shared by the p A., MILTON, reasonable safe well-regarded Bethlehem Ste Rubber 1st pfd Steel pfd. Ma interested part Y., ROCHEST since 1890, bu right to 7% b 7% is not decl road ever earn the pfd. wou tribution. The from 5 to 4% present rate m C., SYRACUS Ren, but a dir convertible into 1918. At pres investment. that class of st therefore, is vi years. Lehigh and sells high t price is due to reduction of di T., LOUISVI through which low prices at w ing that there holders of stan at present figur City So. pfd. is pays no divid bonds which it dividend-paying clines, owing to T., FORT BA is a new stock been declared. dustrial issues. decline on shri ber earnings s Alcohol is a sp Among the mo U. P. pfd.; Gt Pac. and Norf the Indatex Oil which I have a such ventures whether they s New York, FREE Perkins & C recommend fir 6 per cent., an any address. "The Bach on the chang makes helpfu this authoritat cation to J. S. Exchange, 42 Broadway, N recommend f under the Stra tions of \$1000 cent. and most income tax. I writing to Str Q-703. War condit vestor to size invest for saf expert advice. Service, suppl



But the company has not as yet been tested and the stock must be regarded as speculative.

D., ATLANTA, GA.: The 5 per cent. gold bonds of the city of Mobile, Ala., are attractive. They are a direct obligation of the city and exempt from all Federal income taxes. Offered lately at 100.

H., WESTFIELD, N. Y.: I do not consider the stock of the Doble-Detroit Steam Motors Company a "good speculation at \$12." The company produces an excellent machine, but has not reached a dividend-paying stage.

K., FALLS CITY, NEB.: According to its statement of earnings, So. Pac. seems a better purchase than No. Pac., or Gt. Northern pfd. Standard Oil stocks are more attractive now than railroad stocks. At such a time the safest plan would be to retain your good real estate bonds.

L., ATLANTIC CITY, N. J.: There does not appear to be any chance of recovering the money you paid for Kent Motor shares. Several officials of the corporation have been sentenced to the penitentiary, or fined, on conviction of floating fraudulent stock, and there may be no assets.

D., TOLEDO, OHIO: I regret that you disregarded my advice not to buy Ford Tractor stock. The prospects of recovering your money are poor. The promoters of the company have been indicted on criminal charges in connection with sale of stock and a receiver has been appointed for the company.

J., MONTPELIER, VT.: Continental Oil Company is one of the prosperous concerns in the S. O. group. It has paid 12% on par (\$100) for the past four years. The stock is selling at about \$450. The return on market price is low, but there are expectations of higher yield. The stockholders recently authorized an increase of capital stock from \$3,000,000 to \$12,000,000.

H. R., CHAMPAIGN, ILL.: The net earnings of the Arizona Gas & Electric Company for the year ending June 30th, 1917, were 3 1/2 times the interest on its outstanding first mortgage 6 per cent. bonds. The present price gives a yield of over 6 per cent. The bonds can be had in denominations of \$100, \$500 and \$1000. The company pays the normal Federal income tax.

M., OLYMPIA, WASH.: The trouble with the flotation of all new enterprises is that it costs money to bring them out. If you buy the stock of the new company and it proves successful, which in this highly competitive day is most unlikely, you may possibly get a profit. If the company fails, you must stand the losses. The profits will be shared by the promoters, but not the losses.

A., MILTON, PENN.: You can, with your \$600, with reasonable safety, buy one share each of the following well-regarded industrial stocks: Corn Products pfd; Bethlehem Steel 8% pfd; American Woolen pfd; U. S. Rubber 1st pfd; National Lead pfd; and Republic Iron & Steel pfd. Maxim Munitions has been boomed in vain by interested parties. It is an unattractive speculation.

Y., ROCHESTER, N. Y.: St. Paul has paid 7% on pfd. since 1890, but the stock is non-cumulative. It has a right to 7% before anything is paid on common, but if 7% is not declared, there will be no arrears. Should the road ever earn enough to pay 7% on each class of stock, the pfd. would participate equally in any additional distribution. The dividend on St. Paul common was reduced from 5 to 4%, owing to decreased earnings and the present rate may not be safe.

C., SYRACUSE, N. Y.: N. Y. C. deb. 6's are not a first lien, but a direct obligation of the company. They are convertible into stock and redeemable at 110 after May 1, 1918. At present price they are a good business man's investment. There is no Gt. Northern common, none of that class of stock ever having been issued. The pfd., therefore, is virtually common. It has paid 7% for many years. Lehigh Valley common pays 10% on par (\$50) and sells higher than Gt. Northern. Its comparatively low price is due to decline in earnings and rumors of possible reduction of dividend.

T., LOUISVILLE, KY.: Recollecting the trying times through which the railroads passed 40 years ago and the low prices at which their stocks sold, I cannot help believing that there must be a recovery and profit for patient holders of standard dividend-paying. New York Central at present figure is a business man's investment. Kansas City So. pfd. is well regarded. As Minn. & St. Louis R. R. pays no dividends, its own bonds and the Iowa Central bonds which it assumed are less desirable than issues of dividend-paying roads. All bonds have suffered severe declines, owing to immense issues of Government bonds.

T., FORT BAYARD, N. MEX.: Bethlehem Steel 8% pfd. is a new stock and only the initial dividend has thus far been declared. It is regarded as one of the best of the industrial issues. Canadian Pacific R. R. stock suffered its decline on shrinkage in earnings. It pays 10%. November earnings showed marked improvement. Industrial Alcohol is a speculation. It is on a 16% dividend basis. Among the most reliable railroad stocks are Atchafalaya pfd; U. P. pfd; Gt. Northern pfd; Ill. Central; Penn.; So. Pac. and Norfolk & Western pfd. I know nothing about the Indatex Oil Company, but its oil-lot selling plan is one which I have always disapproved of. The promoters of such ventures sell at high prices, making large profits whether they strike oil or not.

New York, December 15, 1917.

JASPER.

#### FREE BOOKLETS FOR INVESTORS

Perkins & Co., Lawrence, Kansas, in business 36 years, recommend first mortgage loans of \$200 and up, yielding 6 per cent., and will send their free loan list No. 716 to any address.

"The Bache Review" keeps its readers well posted on the changing business and financial situation and makes helpful suggestions for investments. Copies of this authoritative weekly will be mailed free on application to J. S. Bache & Company, members N. Y. Stock Exchange, 42 Broadway, New York.

As a January investment S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago, recommend first mortgage serial bonds, safeguarded under the Straus plan. These bonds come in denominations of \$1000 and \$500, are stable in value, yield 6 per cent. and most of them are free from the normal Federal income tax. Interesting particulars may be obtained by writing to Straus & Company for their free circular Q-703.

War conditions make it difficult for the average investor to size up accurately the business situation. To invest for safety and profit one needs reliable facts and expert advice. To give these is the aim of the Babson Service, supplied by the largest organization of its kind

in the world. Detailed information regarding the service rendered may be obtained free by writing to Dept. K-9, Babson's Statistical Organization, Wellesley Hills, Mass.

Not only is the small investor purchasing odd lots, but also the man of larger capital who wishes to diversify his investments. Stocks in 100-share lots, or smaller amounts, and bonds in \$100, \$500 and \$1000 denominations may be purchased outright for cash, on a conservative margin, or on the partial payment plan. To learn the opportunities offered send for free booklet "24 B" to Sheldon, Dawson, Lyon & Company, members N. Y. Stock Exchange, 42 Broadway, New York.

Successful investors have found a maximum of profit and a minimum of risk in making diversified investments. Every person interested in securities should understand the merits of this policy. Full light is thrown on it by the free booklets in the Slattery Library, issued by Slattery & Co., 40 Exchange Place, New York, which, with "The Twenty Payment Plan" booklet, will be mailed without charge on request for 55-D. The firm will also send gratis its fortnightly publication "Investment Opportunities."

The Mercantile Trust Company of St. Louis, Mo., a member of the Federal Reserve Bank, offers first mortgage real estate serial notes, secured on improved property and bearing interest of 5, 5 1/2 and 6 per cent. Banks and other investors throughout the country have bought these notes. The original notes are delivered to purchasers. The plan enables one to invest \$500 or multiples thereof, to choose maturities and to diversify investments. The company will supply to any applicant its free current investment list No. 106.

Thousands of investors have found in the partial payment plan a great incentive to saving. By making moderate monthly payments the purchaser in time becomes the possessor of good stocks and bonds yielding a satisfactory income. Many persons, still unfamiliar with the advantages of this system, would do well to look into it. It is clearly explained in free booklet B-4, "The Partial Payment Plan," mailed to any applicant by John Muir & Co., specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York.

A unique and attractive proposition is made by the James D. Lacey Timber Company, 332 S. Michigan Ave., Chicago, and 30 East 42nd St., New York City. This company, in business for 37 years, buys large tracts of timber, which, in time, it puts upon the market, at a profit. On its timberlands it issues profit-sharing bonds, in denominations of \$100, \$500 and \$1000. When the operation is concluded, the bondholders receive 6 per cent. cumulative interest and a share of the profits, which in past ventures have been substantial. Details of the methods and results are given in free booklet T-204, which the company will send to anyone on request.

## Boston—World's Fish Center

(Continued from page 859)

each week on American fish shipped from this port, as a testimonial to the high quality of our piscatorial products.

Boston business men have built the largest and most modern fish pier in the world, with the idea of retaining this great and very profitable trade forced upon them by the European conflict. The structure comprises two long rows of three-story brick and concrete buildings, the lower floors being used as offices for various fish-merchants, while the end facing the bay is devoted to the Fish Exchange, where vessel captains sell their "fare" or catch. At the land end of the structure a cold storage plant capable of holding 17,000,000 pounds of fish, with an ice-making plant having a capacity of 230 tons daily. Altogether more than 170,000,000 pounds of fish are annually handled at this pier and the indications are that the present accommodations will be insufficient for the great growth taking place. Today vessels out of Boston fish the Atlantic Ocean from Iceland to Pensacola, Florida. Fishing companies doing business from Massachusetts have at least \$50,000,000 invested and the industry alone gives employment to approximately 25,000 men.

"No one need sympathize with the poor fishermen nowadays," said Mr. Ben A. Smith, who has been engaged in this line for nearly forty years, "for the average fisherman earns from \$2,000 to \$2,400 in a season of six months, and I have known captains of vessels in my employ receiving all the way from \$9,000 to \$14,000 for their share of the earnings in the same period of time." In addition to this the men are well fed and while fishing receive piping hot coffee and sandwiches every hour. Despite the large sums earned at this occupation relatively few Americans follow the sea in this connection, most of the men being of Portuguese descent or else from Newfoundland or Nova Scotia, whither they go to spend the money made on American ships.

## The Big Drop in Bonds

THE declines in bond prices have been so drastic that in some quarters there is a disposition to believe the worst has been discounted. Nobody can be sure of this, for the fall in quotations has been in a large degree without reason. It is true that the immense new issues of Government bonds and the prospect of even larger Government flotations have been a wet blanket on the general bond market. But there has also been an element of hysteria in the situation.

The equivalent of a financial panic—slow, instead of abrupt, in its operation—has carried values down altogether too far. Neither business conditions nor impending heavy war taxes warranted all this. The severe depreciation in the best securities was uncalled for, interest payments having been at no time in danger of suspension. The liquidation having been largely a matter of "nerves," there is no assurance that the marking down movement will not recur. Any depressing event may start it again. There have been periods of improvement, but these have been followed by relapses, and we may see many fluctuations before the downward trend is finally checked.

But shrewd appraisal of intrinsic values, without regard to price uncertainties, should impel those who can spare the money to invest in desirable bonds. Yields on current bond prices are exceptionally attractive, while in many instances the margin of safety is greater than ever before. He who will put first-class bonds of any description into his strong box at this time will have an immediate good income on his investment, and can hope for a substantial future profit. Those who do not care to buy, at bargain figures, securities of changeable value can always find excellent real estate and farm mortgage bonds, whose prices do not vary and whose yield is high.

H. E. V., ROCHESTER, N. Y.: State of Arkansas 4 1/2 per cent. coupon notes are exempt from income tax, and yield 4 1/2 per cent. at present price. Maturities run from 1922 to 1936.

D. R., ST. LOUIS, MO.: Seaboard Air Line Ry., 2-37. 6 per cent. secured notes are being offered at prices to yield 7 per cent. They can be purchased for you by any reliable broker or bank.

C., CANTON, OHIO: Your desire for a security with a good yield and not subject to stock market changes may be gratified by buying good real estate or farm mortgage bonds. You can get these in convenient denominations and yielding as high as 6 per cent.

L. D., CHICAGO: One distinct advantage of the partial payment plan for the small investor is that he can secure present prices on his bond purchases, while if he waited until he had the full amount saved he might have to pay a higher price. Also, each payment earns interest at a substantial rate.

F., ERIE, PENN.: Reliable bond houses recently offered the first mortgage 5 per cent. gold bonds of the Cleveland (O.) Electric Illuminating Company at 90 and interest, yielding 5.85 per cent. The company pays dividends on both classes of stock and is earning 3 times the interest charges on outstanding bonds.

C. S., DENVER, COLO.: You can get a choice of serial maturities, from one to ten years, and varying yields, in railroad equipment bonds. Baltimore & Ohio 4's and 4 1/2's of 1918-27 yield about 5 1/4%. Chicago & Northwestern 4 1/2's of 1917-23 exceed 5%. Delaware & Hudson 4 1/2's of 1922 yield 5 1/4%. Illinois Central 4 1/2's and 5's of 1917-26 and Southern Pacific 4 1/2's of the same maturities yield 5 1/4%.

W., NEWBURGH, N. Y.: Instead of buying the speculative stocks you mention you might try a speculative bond, which is more attractive. The St. Louis-San Francisco Railway's cumulative adjustment 6's of 1955 give on market price a return of 10 per cent. and have a speculative possibility for profit during the next few years. The return is better than that of many speculative stocks. The interest on the bonds was earned nearly 3 times over in the last fiscal year. They are issued in denominations of \$100, \$250, \$500, and \$1000. Unpaid balances of interest are cumulative and must be paid before any dividends are declared. St. Louis-San Francisco has shown steady increases in earnings.

C., MONTROSE, PENN.: It would be easy to pick out a much more attractive list of bonds than that which you submit. Texas & Pacific R. R. is in receiver's hands, but the bonds seem fairly well secured. As M. & St. L. pays no dividend on stock, its senior securities are less desirable than those of a dividend-paying corporation, though they are perhaps safe. Peoria & Eastern first cons. 4's are guaranteed as to interest by the C. C. & St. L. R. R., and so seem safe. The Ana Arbor and the Chicago & Alton bonds would be better issues if the roads were dividend payers. Hudson County (N. J.) Gas 5's are guaranteed by the Public Service Corp. of N. J., a strong organization. Chicago & Gt. Western 4's have a margin of safety, because a small dividend is paid on the pfd. stock. Province of Saskatchewan 5's ought to be safe. The Russian Government Internal 5 1/2's are, owing to the disturbed conditions in Russia, likely to be a long-pull speculation. The External loan is preferable. All these securities are, at present, inactive.

## Our Tax Department

has available for distribution among investors the following tax literature:

- 1—Text of the law
- 2—Analysis of law
- 3—Analysis of law  
(as applied to non-resident aliens)
- 4—Income Tax Chart
- 5—Pamphlet of examples  
showing application  
of law

One or more of above booklets will be sent upon request

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EACH year for 27 years Jasper has, in the last of the year, reviewed the financial events of the year, and forecasted the probable trend of investment conditions for the following year.

Investors will find Jasper's Financial Forecast for 1918 particularly interesting and valuable at this time. It will be the feature of the December 29th issue.

LESLIE'S

## To keep posted authoritatively

on the changing situation in the business and financial world, especially during a war, is essential to every investor.

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# The Lesson of the Trenches

The world has been fighting its greatest, its most exhausting war, on a basis of TEMPERANCE—not *Prohibition*. France, the nation that has endured most steadfastly the privations and hardships of the strength-sapping sieges, is the nation most identified with the *True Temperance drinks*, and it is this nation which has now pointed the way to TRUE TEMPERANCE by its official recognition of their value.

These beverages—beer and light wines—have become the reliance of Europe against the exhaustion of conflict behind as well as on the firing line.

Into the Allied armies the universal conscription of France and the universal volunteer service of Great Britain swept the sober and the intemperate alike. After three years under Service Regulations of Temperance—but NOT of Prohibition—with its True Temperance drinks as active allies of sobriety, INTEMPERANCE HAS VIRTUALLY DISAPPEARED.

Here is the testimony of Robert R. McCormick, the war correspondent of the *Chicago Tribune*:

*"In the time I was at the front I never saw a soldier of either army who in voice or manner gave any sign of intoxication. Off duty the British soldiers drink beer when they can get it—the French, wine. Strong drink is available in many places, but is not in demand."*

Democracy's defenders have realized that unless TEMPERANCE should guard their camps CIVILIZATION MUST PERISH. And the TEMPERANCE that has been born of the True Temperance drinks stands SENTINEL OF OUR SAFETY.

*The United States Brewers' Association*

## The Melting Pot

WILLIAM J. Bryan predicts that the United States will be "dry" in two years.

A leading dairy in Dallas, Texas, has raised the price of milk to 25 cents a quart.

An Asheville, N. C., man says he was cured of nervous prostration by knitting.

Under the present food administration, the alcoholic content of beer has been cut down to 3 per cent.

A Jersey City child cried herself to death. Her parents were deaf mutes and didn't hear her screams.

The United States received over \$15,000 in war taxes on concerts and operas in New York during November.

Income tax returns indicate that the United States has 22,696 millionaires, an increase of nearly 8,000 in the past year.

The Food Administration states that the farmer receives 20 per cent. more for his product than he received a year ago.

The aged inmates of a poor farm at Hempstead, N. Y., as a matter of patriotism gave up tobacco to purchase a flag.

Since December 15th street car fare in Cleveland has been 4 cents, with three tickets for a dime and a transfer for a penny.

An ex-slave who recently died in New York City left her estate of \$1,000 to the family by whom she had been employed for over thirty years.

A citizen of Dallas, Texas, has offered a Liberty Bond for every German killed by his brothers' and sisters' sons, who are in the French army.

A St. Louis pastor was recently severely beaten by some of his parishioners and forced to salute the American flag which he had previously insulted.

New York hotels, under the Hooverized system of food conservation, are saving 620 barrels of flour and more than 100 tons of meat every week.

John D. Rockefeller, Jr., in pleading with the soldiers at Camp Dix to lead clean lives, said that "wounds of shame are harder to heal than the wounds of the Hun."

The United States is the world's largest sugar consumer. Even with the 10 per cent. reduction due to high prices the per capita consumption is 82 pounds a year.

Otto Kahn, the New York banker, says Prussianism has given to Germany prosperity, beneficent legislation and a few other things and taken in payment the soul of the race.

The Socialist mayor of Milwaukee, Wis., recently vetoed the resolution of the common council to purchase \$50,000 worth of Liberty Bonds, claiming the purchase was illegal.

As an outcome of the congressional investigation of the East St. Louis race riots, it has been disclosed that one firm was offered immunity from labor troubles for the sum of \$10,000.

A thirteen-year-old boy in Brooklyn, N. Y., stole his older brother's clothes, discarded his short pants and succeeded in enlisting. His mother found it out and brought him home.

The examination made by experts of the submarine recently used in New York's Liberty Loan parade shows that the Germans practically stole American ideas in its construction.

A wealthy Philadelphia lawyer who died recently willed \$12,000 annually to the President's wife, because the "President of the United States received such a miserable pittance for the man holding the greatest position on earth."

At a meeting of the Wholesale Bakers' Association in New York City it was said that every bakery in the country would be forced to close if there was strict compliance with the Food Administration's order for one-pound, seven-cent loaves. Let the people rule!



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WE want you to help us introduce to the firesides of country homes, The Happy Medium, JUDGE, and the magazine of the happy side of the movies, FILM FUN. Young men and young women (17 to 21) preferred. No experience necessary. We teach and help you.

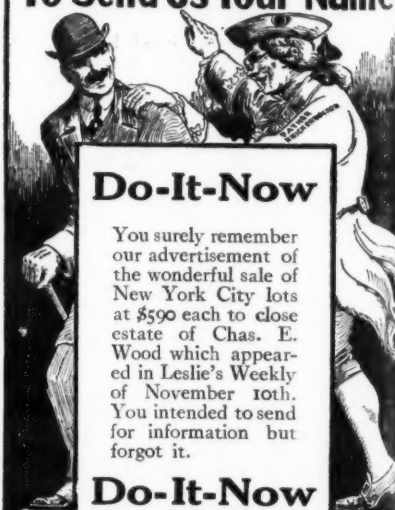
Young men in the country who desire to earn their way through an Agricultural College Course will be given special encouragement and help. Use your spare time, evenings, holidays, etc., and earn from \$5 to \$25 a week, or put in all of your time during the winter and earn double this amount.

Answer quickly so you can start now and take advantage of the holiday season orders. Give population and description of town, township or territory you think you can cover.

SUB-AGENCY DEPARTMENT

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# A Glass of Wine with the Borgias

The youth hesitates, hand on glass. Will he obey the imperious look of command in the eyes of the beautiful Lucrezia—the magnet that has drawn him to this supper in the pontifical apartment? Will he yield to the ingratiating advances of Cæsar and partake of the proffered cup? Or will he be warned before it is too late by the sinister glance shot from the cruel eyes of the old Pontiff as he coldly calculates the destruction of the young gallant?

To comply or refuse is equally hazardous. If he decline the poisoned draught will he escape the knife of the hired assassin even now lurking in the shadows of the Papal Palace?

Rodrigo Borgia (Alexander VI), Lucrezia and Cæsar formed the diabolical trinity which sat for eleven years upon the papal throne in Rome, an impious parody of the Holy Trinity—the most perfect incarnation of evil that ever existed on earth. How many gallant lives thus darkly and without commotion passed out of sight, whirled away by the headlong torrent of the ambition of that terrible triumvirate, is told as only that great weaver of word pictures, Alexandre Dumas, could tell it in his



## THE CELEBRATED CRIMES OF HISTORY NEVER BEFORE TRANSLATED

The millions of English readers and admirers of the works of Alexandre Dumas will hail with keen delight this, the *first* and absolutely the *only* complete and unexpurgated translation of Dumas' LES CRIMES CELEBRES, now for the first time available at a price within the reach of all readers. Printed from the same plates as the Edition sold by the Publisher at \$125.00 a set, which was eagerly snapped up by wealthy connoisseurs, the small edition it is our privilege to offer our patrons has all the unusual features so much appreciated by lovers of books as works of art. The eight volumes are beautifully bound in cloth, stamped with emblematic design, with monogram in Gold Field. The print is large and clear and the paper all that could be desired. The eight volumes are finished with Real Gold Tops. The illustrations were made in Paris by M. Jacques Wagrez, and the specially designed Renaissance title pages are by Giraldon.

### A Licentious Court

The value of this series, historically, may be judged when it is known that there are nearly *eight hundred personages and places* introduced, many identified with the most famous scenes in mediæval and later history, while others take the reader off the main thoroughfare among the by-paths of historical events. Brilliantly worked into a vivid picture of the Dark Ages are the vices and crimes of that extraordinary family, the Borgias, that furnished one Pope of Rome and some of the blackest pages in history.

Here we see the whole murderous, poisonous crew with their greedy craving for debauchery, flattery, titles and gold. We watch the career of the beautiful and depraved Lucrezia, who with the head of a Madonna of Raphael had the heart of a Messalina beneath her demure exterior. We see the intrigues of the mediæval papal court—the murders, abductions, poisonings—drawn from the chronicles of eyewitnesses, those naive accounts which, without embarrassment, call a spade a spade.

### Nothing in the Whole World Like Them

"Great crimes have played so large a part in the world's history that one cannot obtain a thorough knowledge of past times without the aid of such a book as this"—Says *THE NEW YORK HERALD*, recently reviewing *THE CELEBRATED CRIMES OF HISTORY*. The lover of History is enraptured with the wealth of facts, from new authorities, brought to bear by Dumas upon the life of the charming and beautiful but indiscreet and ill-fated Mary Stuart as Queen of France and Scotland. Read the story of her amours, and of her barbarous imprisonment and murderous execution, which constitute one of the greatest crimes of history, told as Dumas alone can tell it. There is no other work like this. Nowhere else can you get so intimate a view of the men and women whose misdeeds in every quarter of Europe, from Russia to Spain, from Turkey to Scotland, have contributed so much of tragedy to the romantic portion of the history of the Old World. And every word is just as Dumas wrote it. *None of the editions of Dumas contain these stories; and no set of Dumas is complete without them.*

### Dumas' Masterpiece

*THE CELEBRATED CRIMES OF HISTORY* is considered by many in France as Dumas' masterpiece. The highest praise has been bestowed on it by Andrew Lang, Robert Louis Stevenson, and other competent judges among English litterateurs. Was it for reasons of state that the French so jealously guarded this treasure that over half a century had elapsed before it was given to the English reading world—and then through the enterprise of an American publisher?

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Enclosed is \$1.00, first payment on the 8 volume set of Dumas' "Celebrated Crimes," to be shipped charges prepaid. I agree to remit the full special price, \$13.00, at the rate of \$1.00 (or more) per month following receipt of books. Otherwise I will within five days ask for instructions for their return, at your expense, my \$1.00 to be refunded on their receipt.

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